CYCLE NEWS

America's weekly motorcycle newspaper
August 17, 1994: Number 32
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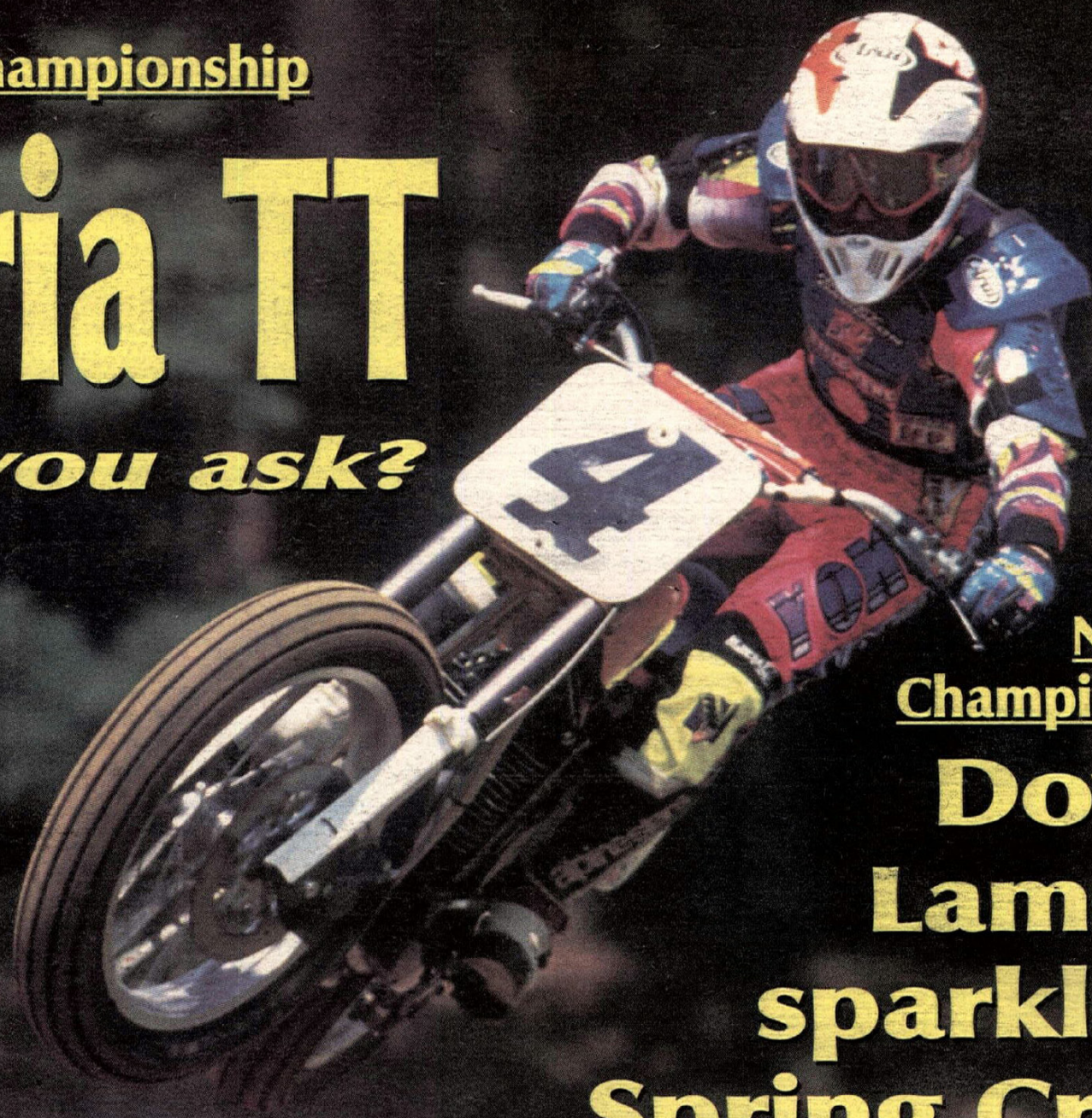
First Ride

All-new 1995 Kawasaki KDX200

Grand Nat'l Championship

Peoria TT

Need you ask?



Chris Carr

Nat'l MX Championships

Dowd, Lamson sparkle at Spring Creek

Plus: Suzuka 8-Hour; Ohio Nat'l Hillclimb; German 125cc MX GP; Terry Vance Interview; Honda CR125 Hop-up and more.

Kevin Windham (Kaw) was the dominant rider at the August 2-6 NMA Ponca City Grand National MX Finals, held in Ponca City, Oklahoma. Windham easily topped the 125 and 250cc Stock and Modified Pro classes, winning all six motos. **Andy Boyer** (Kaw) was the 125cc Stock Intermediate class winner, while **Shawn Perolio** (Kaw) did the honors in the 125cc Modified Intermediate class. **Billy Akers** (Kaw) and **Jason Partridge** bested the 250cc Stock and Modified Intermediate classes, respectively. As usual, **Ricky Carmichael** (Kaw) topped the 14-16 year-old Stock, Modified and Super Mini classes, while **Justin Buckelew** (Yam) won the 12-13 year-old Stock and Modified Mini classes. **Johnny Marley** (Yam) and **Travis Pastrana** (Suz) split the 0-11 year-old Stock and Modified class wins.

Swede **Marcus Hansson** moved into a decisive 16-point lead in the 500cc World Championship MX Series with a victory in the penultimate round at the treacherous track around the ancient Citadel fortress overlooking the River Meuse in the southern Belgian city of Namur, on August 7. Defending champion **Jacky Martens** (Hus), who started out the day four points behind the Swede, had a disastrous first moto when he was unable to avoid a fallen compatriot. The Belgian remounted last and could only finish 10th, though he was runner-up in moto two. Second overall was Belgian **Dirk Geukens** (Hon), with countrymen **Joel Smets** (Ver), Martens and **Danny Theybers** (Hon) third through fifth, respectively.

Frenchman **Yves Demaria** (Hon) continued his late-season charge, registering his fifth victory in the last six rounds of the 250cc World Championship MX Series. His last win came August 7 in Maracay, Venezuela, where Belgian **Marnicq Bervoets** (Suz) was second overall. Third went to South African **Greg Albertyn** (Suz), with Belgians **Werner DeWit** (Suz) and **Stefan Everts** (Kaw) fourth and fifth, respectively.

American **Bob Moore** (Yam) moved to within just four points of clinching the 125cc World MX Championship with a 2-1 win at round 10 in Swindon, England, August 7. The runner-up position was nabbed by Dutchman **Davey Strijbos** (Suz), with the remaining top five spots being filled out by Italian **Alessio Chiodi** (Hon), Frenchman **Frederic Vialle** (Kaw) and German **Peter Beirer** (Suz), respectively. Personell from FMF - one of Moore's sponsors - were reportedly on hand with championship T-shirts already printed up.

Scott Summers (Hon) won the Thunder Ridge National Hare Scrambles in South Edmeston, New York, August 7. **Rodney Smith** (Suz) was second ahead of **Tom Norton** (Kaw), **Steve Hatch** (Suz) and **Scott Plessinger** (KTM). Smith retains the series points lead.

Lou Gerencer Jr. (H-D) and **Rick Soter** (BSA) topped the 800 and 540cc classes, respectively, at the Norton Shores, Michigan, invitational round of the National Championship Hillclimb Series, August 7. **Harry Schreiber Jr.** (H-D) was the runner-up in the 800cc division, followed by **Tom Reiser** (H-D), **Tim Frazier** (BSA) and **Mickey Dent** (H-D). The 540cc class' top five were completed by **Michael DeBusk** (BSA), **Scott Everett** (Tri), **Paul Pinsonnault** (Hon) and **David Watson** (Kaw).

Shaun Kalos (Hbg) topped round four of the Sound of Thunder Four-Stroke Motocross Series in Albany, Oregon, August 7. Defending champion **Greg Zitterkopf** (KTM) was second, with **Mike Young** (ATK) third, **Terry Fowler** (Hbg) fourth and **Gary Beyers** (Hbg) fifth.

Three-time World Champions **Kenny Roberts** and **Wayne Rainey** were the focus of a pre-**United States Grand Prix** press conference, held at Laguna Seca Raceway in Monterey, California, on August 4. Rainey confirmed at the conference that **Kenny Roberts Jr.** will be back on board his team's Marlboro-backed Yamaha TZM250 at the Czech round of the series on August 21. Roberts Jr. will also be riding in the 250cc U.S. GP, and it is likely that **Jimmy Filice** will also be riding in the GP as a Wild Card entry. Rainey is currently trying to obtain sponsorship for Filice. "Kenny is packing his suitcase now," Roberts Sr. said. "He'll be doing a test in Spain and then he'll be racing in Czecho. He'll definitely be ready for here (Laguna Seca); he should be 90% right by then."

It also appears certain that **Rich Oliver** will be the second 250cc Wild Card entry for the U.S. GP, with Australian **Scott Doohan** the only 500cc Wild Card. Doohan, the older brother of 500cc World Championship leader Michael Doohan, will ride a Shell-backed Harris Yamaha. As far as the 125cc Wild Card entries go, a decision has yet to be made on who will get the two open slots.

In addition to Kenny Roberts briefing the press on the history of the Grand Prix and Wayne Rainey talking about the track itself, the two triple World Champions took brave journalists on **a lap of Laguna Seca** in Toyota Supras.

Aaron stops the reign

The six-year NATC/AMA National Trials Championship reign of Ryan Young came to an end at the series finale in Nehawka, Nebraska, August 6-7. Young was dethroned by Beta-mounted Geoff Aaron (right), who turned in a perfect five wins in 1994 (the series counts a rider's best five finishes).

Aaron, who finished runner-up to Young for the last three seasons, had switched from Aprilia to Beta this year, and was dominant in Sunday's final; he defeated Young's Gas-Gas teammate and local favorite Jess Kempkes by a whopping 24 points.

Aaron credited his new ride with Beta as one of the keys to his success. "Plus, I trained a lot harder in the off-season," he added, "working with weights, mountain biking and just riding. The schedule worked out better for me this year. Last year, I had to miss two rounds because of commitments at college. I'm just really happy to have achieved my goal."

Young's four wins in 1994 give him a total of 45 career victories, 18 more than second-place Marland Whaley, and his streak of six consecutive titles is an NATC record. Afterward, Young vowed to avenge his defeat, saying, "I've already talked to my sponsor. We're definitely game for next year!"

Janson resigns from AMA

Roy Janson, the AMA's director of professional racing, resigned on Monday, August 1, effective August 5.

"I was in California and Ed (Youngblood) called me and said, 'Roy has resigned,'" said Tom Mueller, the AMA's vice president of marketing, on Friday, August 5. "He said he wanted a change in direction and that he wanted to explore some other things. We talked and worked out an agreement where he would be here until the end of the month. At noon today (August 5), he said he was leaving and taking a new job starting on Monday."

According to Mueller, Janson will work as a consultant to Pace Promotions, one of three supercross promoters. "It'll take time to fill the vacancy," Mueller said. "The structure will stay the same because the structure works. I would like to give some people at the AMA the opportunity to interview for the job before looking elsewhere."

Janson was unavailable for comment as we went to press.

Toyota delivered two of the new cars to the circuit, one of which had hand controls to allow Rainey to drive. In addition to being driven around the track, those especially chivalrous journalists were given the opportunity to ride shotgun behind Roberts on a Yamaha YZF750.

Among the things discusssed at the U.S. GP press conference were the changes that are scheduled to be made to the circuit. "Last year was the final year of the current homolgations," Laguna Seca general manager **Scott Atherton** said. "We had extensive meetings and on-site inspections over the winter that identified some safety enhancements to make the track even safer. In the next few weeks construction will begin on those. It would take all day for me to go through each element, but in the broad scheme of things there will be **additional gravel areas** installed, some of the existing gravel run-off areas will be enlarged to provide even more protection, and there will be extensive use of Air Fence, in areas that have not tradionally been covered in the past - not because there has been an instance that has caused people to want to put something there, but as a precautionary forethought for what could potentially happen. The surface itself will remain intact. We will have a homologation that will be granted to this circuit that will be in place for the next two years. There is a plan that has already been established that will provide for re-homologation in the future and that will involve the track surface upgrade."

When you listen to Scott Atherton speak, it is obvious that SCRAMP (Sports Car Racing Association of the Monterey Peninsula) and Laguna Seca Raceway will do everything in their power to make sure the United States Grand Prix continues. "SCRAMP as an organization is known for its charitable work and the contributions that these events allow us to make to local charities," Atherton said. "If you look back at the charter of SCRAMP, the real reason that the organization was organized was to bring people to Monterey, and to fill up hotel rooms, and to fill up restaurants and airports. This event clearly fits that bill, unlike any other event we do. People travel from around the world, the television signal broadcasts around the world, so the importance this event has, not just on the SCRAMP organization, but on the entire central coast community is significant. It's one that we will not allow to go away."

Last year the U.S. GP came under fire from some race fans and specialty press for doing away with the local food concessionaires. According to Scott Atherton, Laguna Seca's general manager, **calamari** and other local favorites will again be sold in spectator areas at the 1994 U.S. GP. For those fortunate enough to be properly credentialed for paddock access, a McDonalds has been built on site in the paddock.

In addition to advertising in the specialty publications, Dorna's **Dennis Noyes** said an advertising campaign targeted at residents of Northern California will begin on radio on August 8. In addition, advertising is soon to begin for the U.S. GP on ESPN.

There is good possibility that the **United States Grand Prix** will revert back to a date in the Spring (April or May) beginning in 1995, according to Dennis Noyes. Laguna Seca has already given the Indy Car series a date in September of 1995 that would conflict with the date planned for the '95 U.S. GP. "It was not a deliberate move to preempt the Grand Prix," Scott Atherton, Laguna Seca's general manager said. "Indy has a goal of starting (their season) earlier and ending earlier. We hope to make a formal announcement in the next few weeks (as to a 1995 U.S. GP date). All the scenarios have been put on the table."

Starting in 1995, the Mickey Thompson Entertainment Group will allow four-stroke motorcycles of up to 612cc in their **Ultracross Series**. The thumpers will not likely be competitive, but MTEG is probably making the move to help attract attention. The AMA currently allows four-strokes up to 550cc in professional motocross, but most manufacturers don't produce bikes with that displacement.

Jake's Competition Suspension, suspension tuners for the Honda factory off-road team, will be on hand at the Nevada Rally to service suspension on the August 18 rest day in Ely. For information, call 310/787-7818. **Trick Racing Gasoline** is also offering fuel services to participants of the August 13-20 event. For information, call 800/444-1449.

Former motocross great **Danny "Magoo" Chandler**, who has been promoting mountain bike races, is beginning to promote AMA/District 36 Motocross and European Scrambles. Magoo's first events are scheduled in Marysville, California, September 4 and 11, and December 11 and 18. For more information, call 916/367-2818.

Four motocross tracks have joined forces to promote a new seniors-only race series. The Senior Circuit MX Championship Series will include 25+, 30+, 35+, 40+, 50+ and 60+ classes, and will include the following rounds: Lakeland Motorsports in Cadiz, Kentucky, August 14; Lincoln Trail Motorsports in Casey, Illinois, September 3; Hurricane Hills Cycle Club in Mazeppa, Minnesota, September 24; and Aztalan Cycle Club in Lake Mills, Wisconsin, October 8.

The Willow Springs Motorcycle Club will present a new Suzuki GSXR1100W to a racer participating in the club's Toyota Cup Unlimited F/1 Series. A Toyota truck will also be awarded, with both winners being chosen by a drawing at the club's awards banquet in January 1995. For more information, call 805/256-1234.

Cycle News contributor **Alan Cathcart** rode the Future Perfect Racing Team's alloy framed, three-cylinder **Saxon-Triumph** to three wins at the eighth annual Zeltweg Speed Week four-stroke racing festival at the Zeltweg track in the mountains of Southern Austria on July 31. Cathcart's victories marked the first win in international competition for Triumph in 19 years.

Canadian road racer **Jon Cornwell** called to give the editor all kinds of grief about listing his sponsor incorrectly in our report of the 250cc Grand Prix class at Brainerd International Raceway on July 31. Cornwell's sponsor is not Jackson Racing as is listed on the AMA entry sheets. The major sponsor for Cornwell's TZ250 is Hyd-Mech Saws with support sponsorship from Dunlop, Ohlins and Richard Inmum, M.D.

According to the Orange County Register, American Suzuki Motor Corporation has named **Masao Nagura** as their new president. Nagura is a 24-year veteran at Suzuki, and takes the place of **Yoshinori Fujii**, who is returning to Japan. Nagura has worked in the company's international auto-sales division since 1973, but will now oversee Suzuki's auto, motorcycle and marine-engine business in Brea, California.

With the 1995 **Grenade-Dakar Rally** still nearly half a year away, organizers have already received 105 motorcycle, car and truck entries for the event. The rally, which will start in Spain instead of the traditional location of Paris, France, is scheduled for January 1-15. An information video is available for $10. For more information, call Frog Specialties, the American contact for the rally, at 310/329-9669.

Managers of public and private lands will have an opportunity to learn about OHV recreation first-hand this fall, according to the Motorcycle Industry Council (MIC). During September and October, the MIC and Specialty Vehicle Institute of America (SVIA) will sponsor OHV workshops in New York and Kentucky. The three-day events for professional land managers will combine classroom presentations with riding instruction and field studies in successful ATV and trailbike recreation management. Presentations focus on trail design, construction and maintenance combined with sound environmental planning and vehicle safety. The first workshop is set for Cortland in central New York, September 28-30 in cooperation with the New York Department of Environmental Conservation. The second workshop will be held October 18-20 at the Land Between the Lakes recreation area in western Kentucky in cooperation with the Tennessee Valley Authority. According to **Jim Williams**, direcetor of OHV planning for MIC, the first day of each workshop is devoted to hands-on rider training using ATVs and off-highway motorcycles supplied by member companies of MIC and SVIA. Says Williams, "We find that once land management agency staff experience OHV riding, they are more willing to learn about trail management." For the second day, OHV experts from Federal and state agencies serve as guest faculty in classroom-style lecture sessions. The third day is devoted to a trail ride on the host agency's trails. During the trail ride, participants have the opportunity to see, first-hand, some of the design and maintenance techniques discussed in the classroom the previous day. Also during the ride, participants learn state-of-the-art vehicle sound measurement procedures. "The combined experience of learning to ride, management training by their peers and getting out on the trail can lead participants to better relationships with the users, and often results in more and better trails," said Williams. For more information on the program, call 714/727-4211, ext. 3045.

The AMA has released a list of the 19 riders that have been invited to the **ISDE "training camp,"** August 30 through September 3. The camp will determine exactly who will be designated for the U.S. Trophy and Junior World team positions. The remaining riders will be placed on Club teams and serve as alternates. These riders are (listed in order of votes received for each division): Trophy - Randy Hawkins, Rodney Smith, Ty Davis, Scott Summers, Jeff Russell, Guy Cooper, Fred Andrews, Steve Hatch, Fred Hoess, Kevin Hines, Kelby Pepper and Larry Roeseler; Junior World - Chris Smith, Danny Hamel, David Lykke, Patrick Garrahan, Vincent Davis, Scott McLaughlin and Brian Garrahan. The exact location of the training camp has not yet been determined.

According to Brian Barnes, a promoter of the August 14 Washougal National MX in Washington, former 250cc World MX Champion **Donny Schmit** is on the entry list for this year's event, the 10th stop on the AMA National MX circuit. Schmit's last U.S. appearance was in 1993 when he competed at the Steel City National in Pennsylvania. After his well-publicized fall-out with his Chesterfield Yamaha bosses, it's doubtful that Schmit will compete on one of the unique-looking black and red Team Chesterfield Yamahas. He will most likely compete on a privateer Yamaha with backing from Pro-Circuit and Fox Racing.

Continued on page 59

McGrath-of-all-trades

As we reported last week, two-time AMA Supercross Champion Jeremy McGrath can win at more than just supercross and motocross. This photo shows McGrath (near) displaying good form on a speedway bike as he knifes under former two-time National Speedway Champion "Flyin'" Mike Faria (far), who is aboard McGrath's Honda CR250 at Lake Perris Speedway. McGrath won the race when Faria did a tank slapper and almost went down.

Del Mar Mile: It's on!

Plans for the October 16 Del Mar Mile have been finalized, and the AMA Grand National Championship Series will definitely come to a close at the picturesque Del Mar Fairgrounds in Del Mar, California. On August 2, promoter Chris Agajanian signed a contract with the Del Mar Thoroughbred Club to allow the use of a salt water track prepatory solution, and with that, everything is set for the season finale. "All the deals have been struck and the contracts have been signed," said a happy and relieved Agajanian. "Things look good, and we're all very excited about the upcoming race." The race will mark the first time that a Grand National has been held at the facility, though a flat track motorcycle race was held there in 1949.

"Del Mar is a beautiful facility," said Agajanian. "The seating situation is fantastic, and I think that this is the nicest facility that the series will ever see."

Former Grand National Champion Gene Romero will prepare the one-mile oval.

For tickets or further information, call 714/533-4444, or 619/792-4252.

In addition, the 22nd Annual Concourse de Elegance Motorcycle Exposition will be held in the Del Mar Fairgrounds infield on October 15. Hundreds of antique and classic motorcycles will be on display, as well as several radical concept motorcycles. For show information call 619/299-9222.

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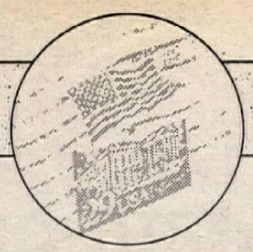

VOICES
Letters to the editor

Buyer beware

I just began reading Kit Palmer's report on the new Honda Shadow American Classic, and was immediately shocked by the lack of knowledge and facts exhibited therein.

There's nothing new about a Shadow 1100 having the words "Made in America" on the back of the passenger pad. They've said that on them for years. And I can't believe that the engine of the new model is made in Japan, either. The bike carries an "i" for the first digit of the V.I.N. which means the bike has at least 75% American content, which would appear to imply that the engine was made here - as the other Shadow 1100 engine has been for years.

And while Kit says that the remainder of the components not produced in Marysville are provided by U.S. suppliers, such parts as carbs, forks, brakes, and so on, just as on the Harley-Davidson, are imported from Japan.

And the Yuasa batteries, which you refer to as Japanese, are generally made in Pennsylvania, in the old Exide plant which Yuasa bought several years ago.

I don't know if I can make it through the rest of the article or not, but thought I should contact you immediately, so that you can reassign Palmer to writing about Japanese mini bikes or dumping Carruthers' wastebasket - which doubtless will be filled with letters just like this one from the Harley-Davidson and Honda camps.

John Waaser
Gainesville, FL

I think that not only should you finish the article, but perhaps you should start again. Palmer never said that this year's Shadow is the first to have the words, "Made in America" on the back of the seat. In addition - according to Honda - the engine in the Shadow, like all other Shadows, is being produced in Japan. The only Honda that is totally produced in Marysville is the Gold Wing - as it has been since July 2, 1985 - and that motorcycle is actually exported to Japan. You are correct, however, in saying that the Yuasa battery is made in the U.S....Editor.

Thanks, Jeff

I would like to thank Team 1-800-COLLECT Honda rider Jeff Stanton for the ride he as given all of the motocross fans for the last six years. Jeff is the reason I got involved in motocross (I am an encyclopedia of motocross for the last six years), even though all of my family are off-roaders.

I first saw Jeff at the 1988 Red Bud 125/500 National, where he battled (on a YZ490) with Rick Johnson for the win - Jeff got second. This season I attended the Pontiac Supercross and the Red Bud and Troy Nationals, and Jeff put on a great show. The Troy National saw him lead the majority of the second moto while 90% of the crowd cheered for him. I was still rooting for him as Mike LaRocco was on the verge of passing, while the majority turned and cheered for LaRocco. You could see me running up the fence screaming, "Go, Jeff," as he raged past.

Jeff announced at Troy that he would continue to be a member of the 1-800-COLLECT team, as an advisor, after his retirement; I, as well as others, were happy to hear that news. Hearing the announcement from Jeff helped me make a career decision. I would like to become a non-rider member of a team on the circuit, rather than just an extreme fan. I wanted to become a pro rider, but at the age of 21 I thought it was too late (figuring that I'm a C-level rider).

Thank you *Cycle News* for giving Jeff the publicity that he so much deserved, even when he was down, and for giving us readers more reason to root Jeff on. Jeff might not talk to fans like his teammate Jeremy McGrath, but he does show he appreciates his fans. Jeff, from all your fans, especially Michigan fans, thanks for giving us something to cheer about.

Bryan Peckinpaugh
Detroit, MI

A response

I have spent the entire weekend trying to figure out why you would print such a totally unfounded, irrelevant, and scurrilous personal attack on me in the letters section last week (Issue #30, August 3) and cannot possibly imagine what possessed you to do it.

I am not at all bothered that my writing would not be understood by some idiot. And I would never suggest for a minute that you censor criticism of my work. What is unconscionable, by any reasonable professional standard, is that you would allow any gluehead to accuse me, or any of your other contributors, of egregious, criminal behavior in a libelous manner for no apparent reason.

The very least you should have done, as editor, was delete the personal attacks from the letter. They were, of course, totally spurious and completely irrelevant, and had nothing whatsoever to do with my writing, the very same work that I would hope is generally well received. If that proved too daunting a task, and I can't imagine how it could, you should have made some attempt to refute these heinous accusations. I don't believe that would be too terribly strenuous given my nearly 20 years of unblemished service. As a last resort, something it should never have come to, you should have given me a chance to defend myself against the claims of this nitwit.

Given the base tone of the letter, that you would see fit to include it in *Cycle News* does a disservice to all your readers, not just me. Even if it didn't include an assault on me personally, I would object to its publication. The very least you should do is apologize to both me and the readers for your lapse of editorial judgment.

In the future, if you're uncertain about whether to allow some obvious liar the opportunity to debase one of your contributors, call me, and I'll do my best to dissuade you.

Henny Ray Abrams
Brooklyn, NY

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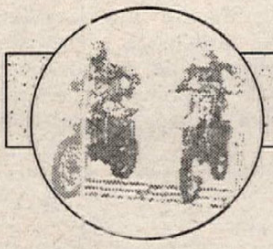

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Polen, Slight endure, win Suzuka 8-Hour 26

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1995 Kawasaki KDX200 30

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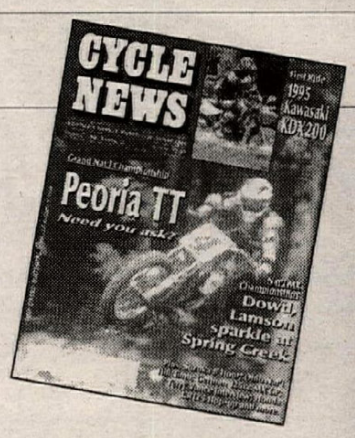

ON THE FRONT COVER

Long renowned as "The Prince of Peoria," Harley-Davidson teamster Chris Carr retained his throne once again at the Peoria National TT. Carr has now won seven in a row at the fabled Peoria M.C. Clubgrounds. The complete race report begins on page 10. Photo by Donn Maeda. Inset photo: Cycle News has ridden the all-new 1995 Kawasaki KDX200. See page 30 for a riding impression. Photo by Chris Jonnum.

CAMEL

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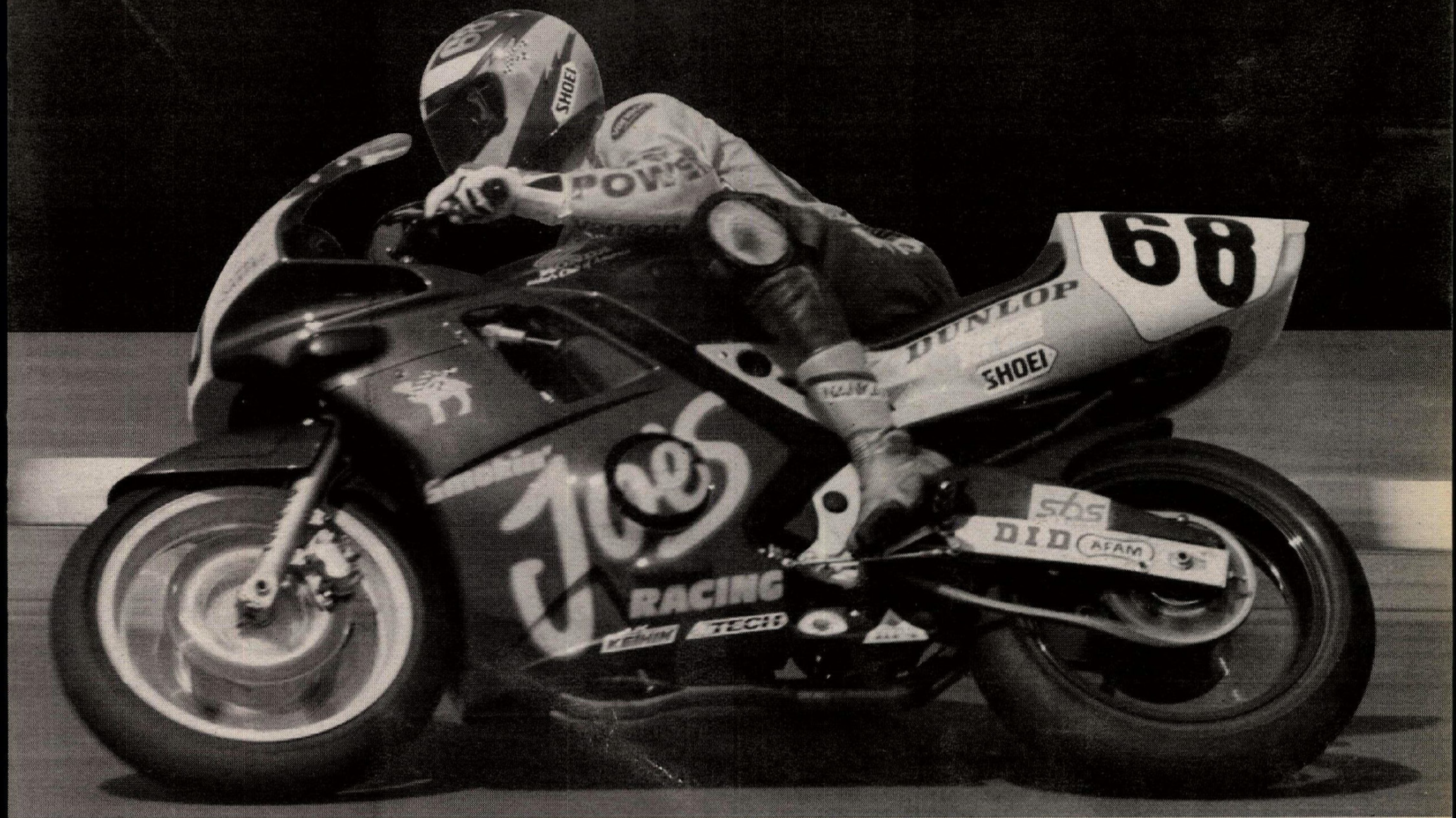

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Round 9: Spring Creek MX Park

Dowd springs into action

(Left) John Dowd breathes a sigh of relief after barely holding off Mike LaRocco to win the second 250cc National moto and, with it, the overall victory. It was his second career National win.
(Below left) Steve Lamson (4) and teammate Doug Henry (1) battled from start to finish in the second 125cc moto, with Lamson holding on for the narrow win. His 3-1 tally gave him the overall win, while a 2-2 netted Henry second. Jeff Emig won the first moto.

By Kit Palmer
Photos by Steve Berkner

MILLVILLE, MN, AUG. 7

They say that opportunity comes knocking only once. Well, if that is true, then privateer John Dowd from Chicopee, Massachusetts, didn't keep Mr. Opportunity waiting at the door for long. You see, when Mike Craig had a falling out with Team Yamaha a few weeks ago, that left a perfectly good works Yamaha YZ250 with nobody to ride it. To remedy that situation, Yamaha's team manager Keith McCarty asked second-in-points Dowd if he would like to borrow Craig's "old" bike, and he practically answered "yes" before McCarty could even finish the question. After all, it's not every day that one gets a chance to race a factory-prepped works bike with no strings attached. So how did Dowd show his appreciation? By simply winning the 250cc National at the beautiful Spring Creek MX facility near Rochester, Minnesota.

"Life's great!" said an extremely happy Dowd moments after barely edging out Team Kawasaki's Mike LaRocco at the finish line in the second 250cc moto to win the second National of his career.

Dowd, of the Boyesen/Penske/Yamaha team, finished second to LaRocco in the first moto but won the all-important second moto - albeit by inches - over LaRocco, thus recording the overall win. LaRocco was hampered by a terrible start in that second moto, rounding the first turn third from last. But LaRocco has been there before. If there's anyone who knows about coming from behind, it's certainly LaRocco. He could write a book on the subject. The 1993 500cc National champ quickly powered his Kawasaki up through the field, as he has done so many times before, passing riders sometimes two and three at a time. He finally slipped into second place four laps from the end, but came up perhaps one lap short of getting Dowd.

When asked how this win compared to his first in 1991 at the Hangtown mud bath, Dowd said, "This is definitely better. There is no doubt this time - I beat them fair and square. At Hangtown, half the riders didn't finish or got stuck in the mud."

Finishing third overall via 3-3 moto finishes was Supercross Champion Jeremy McGrath of the Honda/1-800-COLLECT team, while his teammate and three-time 250cc National Champion Jeff Stanton finished fourth with a pair of fours. Rounding out the top five was Team Noleen/Sizzler Restaurants/Xtreme/Yamaha's Larry Ward, who posted 5-6 moto finishes.

Despite finishing second, LaRocco still enjoys a commanding lead in the 250cc series standings. With his teammate Mike Kiedrowski sidelined with a broken finger, LaRocco enjoys an all-but-uncatchable 129-point lead over his nearest competitor Dowd, 420-291. McGrath is now third with 272 points. LaRocco could realistically clinch the title next week at Washougal.

Steve Lamson recorded his second 125cc National win of the season, narrowly defeating his Honda/1-800-COLLECT teammate Doug Henry. Team Yamaha's Jeff Emig won the first moto ahead of both Henry and Lamson, but Lamson out-dueled Henry in a fight to the finish in the second moto to score the overall win. Emig couldn't make amends of a so-so start, finishing third in the second moto and third overall. Ryan Hughes of the SplitFire/Hot Wheels/Pro Circuit/Kawasaki Team, and Suzuki's Damon Huffman completed the top five.

"I just have to keep winning," said Lamson. "I'm seven points back and there's three more races; I think I can make that up."

The title chase in the 125cc class has narrowed down to just seven points, with Henry leading Lamson, 350-343. A distant third is Hughes with 319.

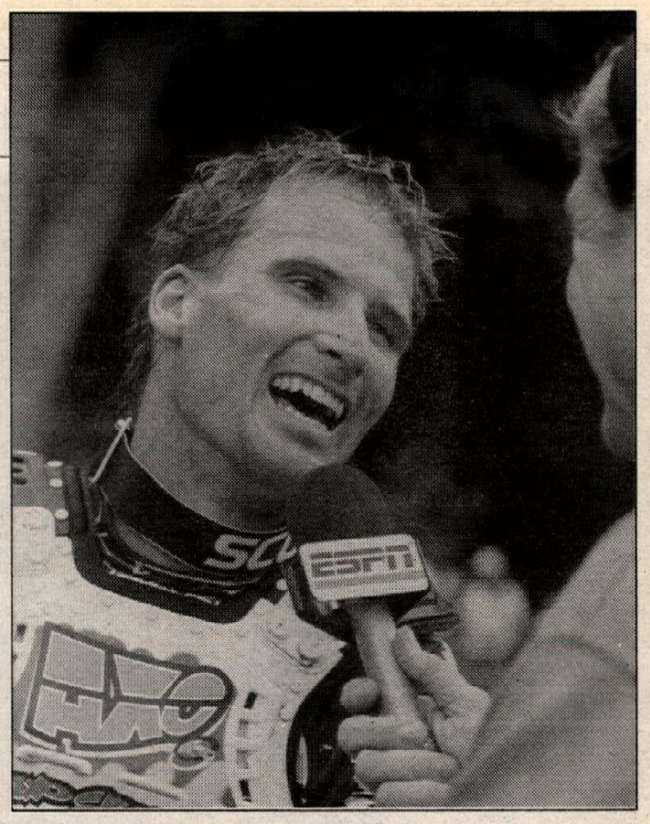
250 NATIONAL

Under cool and mostly overcast skies, Dowd wasted little time moving to the front of the pack at the start of the first of two 30-minute-plus-two-lap 250cc motos. "I'll say one thing for sure," said Dowd, "that bike is real fast! It's the exact bike that Craig was riding, but it has our (Boyesen/Penske) plastic on it."

Trying to keep Dowd in sight was McGrath in second, while LaRocco, Stanton, Team Noleen's Larry Brooks and Kyle Lewis pursued.

Dowd, McGrath and LaRocco soon broke away from the rest of the pack, involved in a tight three-way battle for the lead. Stanton dropped off the pace slightly, while Suzuki's Jimmy Button was riding aggressively and soon moved into fifth. His charge was slowed, however, when he crashed and lost at least five positions.

Up front, Dowd, McGrath and LaRocco continued to mix it up, but it was LaRocco who looked in control of the situation. He eventually took care of McGrath by motoring around the outside of the Honda rider when McGrath got pinched off by Dowd on the inside of a turn. Then LaRocco started stalking Dowd, and it was just a matter of time before Dowd would become LaRocco's next victim. That happened five laps



(Left) Riding what used to be Mike Craig's Yamaha works bike, Dowd, of the Boyesen/Penske/Yamaha team, grabbed the holeshot in both 250cc motos. Here he leads Team Noleen riders Kyle Lewis (middle) and Larry Ward.
(Above) It was nice to see someone that was actually happy to win a National - actually, John Dowd was more than happy.
(Below) Lamson (4) nailed the holeshot ahead of Damon Huffman (20), Henry (1) and Robbie Reynard (33) in the second 125cc moto.

later when LaRocco outrode Dowd through the track's toughest section - a long whoop-filled sandwash. LaRocco immediately left Dowd behind and quickly opened up about a 10-second lead.

Late in the race, the top positions were fairly spread out and there was little passing going on anywhere. LaRocco finished way ahead of Dowd, who in turn took the checkered flag some 13 seconds ahead of McGrath. Stanton, who at one time in the race had actually passed McGrath, slipped back to fourth, while Ward finished a distant fifth. Then came Brooks, Suzuki's Brian Swink, Button, Lewis and Doug Dubach.

Once again, Dowd pulled a monster holeshot on the Brian Lunniss-tuned Yamaha in the second moto, only this time the difference was that his main concern - LaRocco - had a terrible gate, rounding the first turn near the back of the pack. "I spun (the back tire) on the line," said LaRocco of his start. "Then I tangled with someone in the first turn."

Miraculously, though, LaRocco passed over 20 riders before the first lap was completed.

"In the whoops I just pinned it down a line that nobody was using," he said.

The first time around, Dowd had opened up a sizeable lead over Swink, Stanton, Button, Ward, Lewis and McGrath. Knowing that LaRocco was mired back in the pack, Dowd used the opportunity to gain as much real estate between him and the Kawasaki rider as early as possible.

"I realized that this was my shot and I didn't want to blow it," said Dowd. "I knew I had to ride as hard as I could but not make mistakes and save energy. This was my second chance (of the day)."

Stanton kept Dowd within his sights, but could never really challenge the Yamaha rider.

"Actually, that was probably the best thing for me," said Dowd. "Stanton kept me pushing."

With six laps to go, LaRocco passed Stanton for second, only to find a seven-second gap between himself and Dowd. Could LaRocco catch Dowd in the few remaining laps? That was the only question left.

LaRocco quickly reeled in the Yamaha rider and when the two-lap signal came out, only a few bike lengths separated the two riders. Surprisingly, a lap later the distance was the same.

"Oh, I changed lines in the whoops and got a little out of shape; I was trying to get out of his roost," said LaRocco.

That mistake was all that Dowd needed to hang on and take his second career National win.

"I was going crazy those last two laps," said Dowd. "Mike is known for his late-race charges, so I rode those last laps as hard as I could; I gave it all I had."

LaRocco rode a brilliant race but wasn't exactly happy with the outcome after coming from so far behind. Because LaRocco has the series title all but won, he really didn't need the win at Spring Creek - or so you'd think. "I go out there to win every time," said LaRocco. "It doesn't matter if I have a (big) points lead or not."

Finishing third again was McGrath, but he had to work for it. After starting the moto in ninth, McGrath clawed and scratched his way to the front on what many of the riders agree is the toughest track on the circuit.

"It's definitely the roughest track of the year," said McGrath. "There's a variety of terrain - sand, hard-pack, loamy berms, ruts, uphills, downhills and *that* section - those *whoops for giants*. I had problems keeping my momentum today."

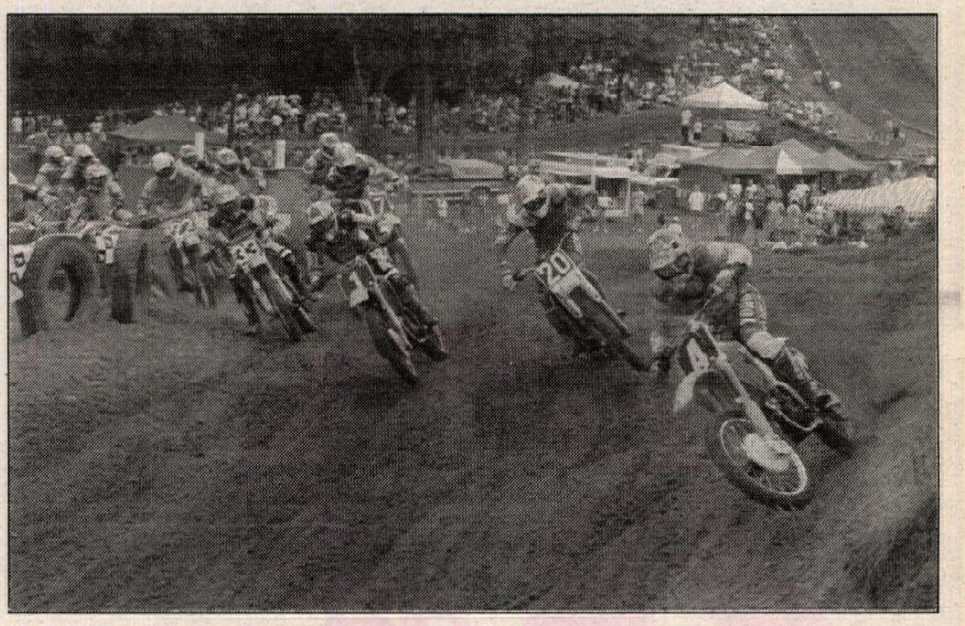
Stanton again gave McGrath a run for his money, holding the Supercross champ off until two laps from the end.

"Hey, he (McGrath) dug deep down and did what he had to do to get around me," said Stanton. "I know my limits and that was it."

Button managed to keep Ward at bay all moto long for fifth, while Dubach rode well and was rewarded with seventh.

"I love this track," said Dubach, who more or less retired after the end of last season. "I went out of my way to get here, and it was fun. I also have to thank Beach Sport Cycles (Coacoa Beach, Florida) for shipping my bike here."

Swink faded back to eighth, finishing just ahead of Lewis and Jim Neese.



125CC NATIONAL

Lamson blew into the lead at the start of the first 125cc moto just ahead of teammate Henry, Emig and Honda rider Mike Brown. Crashing in the first turn was Suzuki rider Chad Lough, and also getting off to bad starts were Hughes and Suzuki's Ezra Lusk. Hughes crashed in the second turn, losing his back fender in the process.

Up front, Henry began putting pressure on the leader, while Emig watched the duel from a few bike lengths back. By the third lap, Henry had overtaken Lamson and inched out a modest lead. By the midway point the top riders were evenly spread out: Henry, Lamson, Emig, Brown, Chad Pederson, James Dobb, Craig Decker, Tim Ferry, Huffman and David Pingree, though a few late-race duels would break out before all was said and done.

It was at about this point that Emig began making his move. He soon reeled in and passed Lamson, who was showing signs of having some kind of problem.

"Mud jammed in between the cases and the brake pedal," Lamson said later. "The back wheel was locking up, and one time I crashed on a downhill when the back tire wouldn't free up."

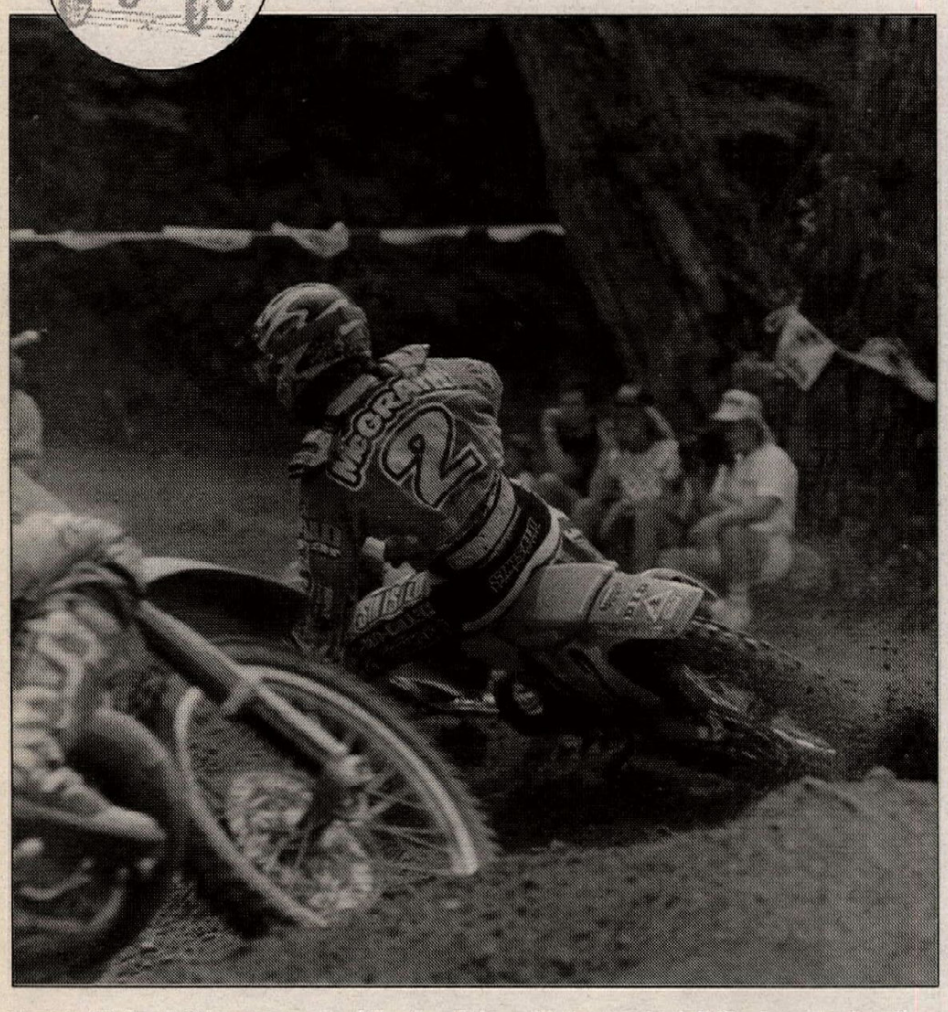
Despite the sticking back brake, Lamson managed to hang on to third, while Emig hounded Henry. Eventually, Henry got a little out of shape and Emig moved in for the kill. Within a few turns, Emig extended his lead by a few bike lengths and would - three laps later - take the checkered flag going away. Henry finished a distant second, and Lamson was way back in third. The Englishman Dobb, who now lives in Corona, California, worked his way into fourth after having passed Brown five laps from the finish. Ferry ended up sixth, followed by Huffman, Pederson, Hughes and Pingree.

Lamson and Henry were at it again early in the second moto, while Emig was mired in 10th. Settling into third was Kawasaki's Robbie Reynard, who finished 11th in the first moto. Just behind Reynard were Hughes and Dobb, while Lusk was the top Suzuki rider in sixth. But two laps later, Lusk did a face-plant in the sandwash whoops, effectively ending his day.

Two separate battles broke out early - one involving Lamson and Henry for the lead, and Reynard and Hughes for third.

Up front, Lamson was setting a blistering pace, but Henry was matching his every move. This went on lap after lap until Henry began making a charge late in the race; he managed to really make his presence known to Lamson,

Round 9: Spring Creek MX Park



Jeremy McGrath (2) spent much of the day dicing with teammate Jeff Stanton. The two-time Supercross champ, McGrath, went 3-3 for third overall.

but just couldn't quite get close enough to stick a wheel underneath his teammate. The battle came down to the wire, with Lamson barely holding on for his second overall win of the season, his first having come at the Budds Creek National.

While Lamson and Henry were going at it, so were Reynard and Hughes. Hughes had gotten around Reynard early in the race, though Reynard continued to pressure Hughes extremely hard every lap. Hughes ended up taking the checkered flag just inches ahead of Reynard.

Dobb was keeping close tabs on that battle for a while until taking back-to-back headers in the exact same spot in the whoops.

Emig, meanwhile, climbed to as high as fourth but couldn't close any ground on the Hughes/Reynard battle. Huffman settled for sixth, ahead of Decker, Ferry, Suzuki support rider Denny Stephenson and Honda of Troy's Davey Yezek. CN

Spring Creek National
Millville, Minnesota
Results: August 7, 1994 (Round 9 of 12)

125 MOTO 1: 1. Jeff Emig (Yam); 2. Doug Henry (Hon); 3. Steve Lamson (Hon); 4. James Dobb (Kaw); 5. Mike Brown (Hon); 6. Tim Ferry (Hon); 7. Damon Huffman (Suz); 8. Chad Pederson (Yam); 9. Ryan Hughes (Kaw); 10. David Pingree (Suz); 11. Robbie Reynard (Kaw); 12. Davey Yezek (Hon); 13. Craig Decker (Hon); 14. Ezra Lusk (Suz); 15. Brian Deegan (Kaw); 16. Denny Stephenson (Suz); 17. Jeff Pestana (Hon); 19. Michael Brandes (Kaw); 19. Pedro Gonzalez (Kaw); 20. Nathan Ramsey (Yam); 21. Cory Keeney (Kaw); 22. Jason McCormick (Hon); 23. Ty Birdwell (Hon); 24. Blair Morgan (Kaw); 25. Anthony Pocorobba (Suz); 26. Jim Chester (Yam); 27. James Povolny (Kaw); 28. Chad Lough (Suz); 29. John Fesler (Suz); 30. Jeffrey Colbert (Hon); 31. Ron Boyas (Hon); 32. Dennis Owens (Kaw); 33. Shawn Morgan (Kaw); 34. Eric Metzger (Hon); 35. Mike Metzger (Yam); 36. Scott Sheak (Yam); 37. Brett Salander (Suz); 38. Ryan Duff (Kaw); 39. Steve Andrich (Hon); 40. Shane Langdale (Suz).
Time: 35 min., 06.00 sec.

125 MOTO 2: 1. Steve Lamson (Hon); 2. Doug Henry (Hon); 3. Ryan Hughes (Kaw); 4. Robbie Reynard (Kaw); 5. Jeff Emig (Yam); 6. Damon Huffman (Suz); 7. Craig Decker (Hon); 8. Tim Ferry (Hon); 9. Denny Stephenson (Suz); 10. Davey Yezek (Hon); 11. Mike Brown (Hon); 12. Chad Pederson (Yam); 13. Brian Deegan (Kaw); 14. Michael Brandes (Kaw); 15. David Pingree (Suz); 16. Jeff Pestana (Hon); 17. Chad Lough (Suz); 18. Cory Keeney (Kaw); 19. Shawn Morgan (Kaw); 20. James Povolny (Kaw); 21. Jeffrey Colbert (Hon); 22. Dennis Owens (Kaw); 23. Ron Boyas (Hon); 24. Ryan Duff (Kaw); 25. Jason McCormick (Hon); 26. Eric Metzger (Hon); 27. Pedro Gonzalez (Kaw); 28. Nathan Ramsey (Yam); 29. Scott Sheak (Yam); 30. John Fesler (Suz); 31. Brett Salander (Suz); 32. James Dobb (Kaw); 33. Blair Morgan (Kaw); 34. Jim Chester (Yam); 35. Steve Andrich (Hon); 36. Ezra Lusk (Suz); 37. Ty Birdwell (Hon); 38. Anthony Pocorobba (Suz); 39. Mike Metzger (Yam); 40. Shane Langdale (Suz).
Time: 35:05.53

125 O/A: 1. Steve Lamson (Hon); 2. Doug Henry (Hon); 3. Jeff Emig (Yam); 4. Ryan Hughes (Kaw); 5. Damon Huffman (Suz); 6. Robbie Reynard (Kaw); 7. Tim Ferry (Hon); 8. Mike Brown (Hon); 9. Craig Decker (Hon); 10. Chad Pederson (Yam); 11. Davey Yezek (Hon); 12. James Dobb (Kaw); 13. Denny Stephenson (Suz); 14. David Pingree (Suz); 15. Brian Deegan (Kaw); 16. Michael Brandes (Kaw); 17. Jeff Pestana (Hon); 18. Ezra Lusk (Suz); 19. Chad Lough (Suz); 20. Cory Keeney (Kaw); 21. Shawn Morgan (Kaw); 22. Pedro Gonzalez (Kaw); 23. James Povolny (Kaw); 24. Nathan Ramsey (Yam).

125 AMA NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 9 of 12 rounds): 1. Doug Henry (350/2 wins); 2. Steve Lamson (343/2 wins); 3. Ryan Hughes (319/1 win); 4. Jeff Emig (304/2 wins); 5. Damon Huffman (302/2 wins); 6. Ezra Lusk (221); 7. James Dobb (220); 8. Tim Ferry (189); 9. Robbie Reynard (176); 10. Mike Brown (169); 11. (TIE) Craig Decker/Denny Stephenson (163); 13. Pedro Gonzalez (99); 14. Chad Pederson (80); 15. Brian Deegan (75); 16. Davey Yezek (72).

250 MOTO 1: 1. Mike LaRocco (Kaw); 2. John Dowd (Yam); 3. Jeremy McGrath (Hon); 4. Jeff Stanton (Hon); 5. Larry Ward (Yam); 6. Larry Brooks (Yam); 7. Brian Swink (Suz); 8. Jimmy Button (Suz); 9. Kyle Lewis (Yam); 10. Doug Dubach (Yam); 11. Tony Amaradio (Kaw); 12. Buddy Antunez (Kaw); 13. Kohji Ohkawara (Yam); 14. Rich Taylor (Hon); 15. Brian Stratton (Suz); 16. Ray Sommo (Yam); 17. Jeff Matiasevich (Yam); 18. Cliff Plamer (KTM); 19. Jeff Curry (Kaw); 20. Jim Neese

Brain

YAMAHA

VANCE & HINES

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(Kaw); 21. Todd DeHoop (Hon); 22. Mark Morris (Yam); 23. Rob Engstrom (Hon); 24. Dag Boyesen (Yam); 25. Chris Bense (Yam); 26. Bradlkey O'Boyle (Yam); 27. Mike Craig (Hon); 28. Jason Kempel (Yam); 29. Jeff Glass (Hon); 30. Rusty Holland (Suz); 31. Mike Katin (Kaw); 32. Jerry Seip (Kaw); 33. Eron Ezerins (Kaw); 34. Scott Myers (Yam); 35. Don Forno (Hon); 36. Chris Hunter (Suz); 37. David Gaylord (Kaw); 38. Lee Erickson (Yam); 39. Earl May (Yam); 40. Brandon Backes (Yam).
Time: 34:48.98.

250 MOTO 2: 1. John Dowd (Yam); 2. Mike LaRocco (Kaw); 3. Jeremy McGrath (Hon); 4. Jeff Stanton (Hon); 5. Jimmy Button (Suz); 6. Larry Wrad (Yam); 7. Doug Dubach (Yam); 8. Brian Swink (Suz); 9. Kyle Lewis (Yam); 10. Jim Neese (Kaw); 11. Larry Brooks (Yam); 12. Todd DeHoop (Hon); 13. Jeff Matiasevich (Yam); 14. Cliff Palmer (KTM); 15. Ray Sommo (Yam); 16. Buddy Antunez (Kaw); 17. Jeff Curry (Kaw); 18. David Gaylord (Kaw); 19. Dag Boyesen (Yam); 20. Brian Stratton (Suz); 21. Mark Morris (Yam); 22. Earl May (Yam); 23. Chris Bense (Yam); 24. Scott Myers (Yam); 25. Jerry Seip (Kaw); 26. Rob Engstrom (Hon); 27. Chris Hunter (Suz); 28. Bradley O'Boyle (Yam); 29. Lee Erickson (Yam); 30. Mike Katin (Kaw); 31. Tony Amaradio (Kaw); 32. Rusty Holland (Yam); 33. Kohji Ohkawara (Yam); 34. Jeff Glass (Hon); 35. Jason Kempel (Yam); 36. Don Forno (Hon); 37. Rich Taylor (Yam); 38. Mike Craig (Hon); 39. Eron Ezerins (Kaw); 40. Brandon Backes (Yam).
Time: 34:48.17

250 O/A: 1. John Dowd (Yam); 2. Mike LaRocco (Kaw); 3. Jeremy McGrath (Hon); 4. Jeff Stanton (Hon); 5. Larry Ward (Yam); 6. Jimmy Button (Suz); 7. Brian Swink (Suz); 8. Doug Dubach (Yam); 9. Larry Brooks (Yam); 10. Kyle Lewis (Yam); 11. Buddy Antunez (Kaw); 12. Jim Neese (Kaw); 13. Jeff Matiasevich (Yam); 14. Ray Sommo (Yam); 15. Cliff Palmer (KTM); 16. Tony Amaradio (Kaw); 17. Todd DeHoop (Hon); 18. Kohji Ohkawara (Yam); 19. Bruce Stratton (Suz); 20. Rich Taylor (Yam); 21. Jeff Curry (Kaw); 22. David Gaylord (Kaw); 23. Dag Boyesen (Yam).

250 AMA NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS (After 9 of 12 rounds): 1. Mike LaRocco (420/5 wins); 2. John Dowd (291/1 win); 3. Jeremy McGrath (272); 4. Mike Kiedrowski (267); 5. Kyle Lewis (246); 6. Jeff Stanton (225); 7. (TIE) Jimmy Button/Brian Swink (200); 9. Larry Brooks (174); 10. Todd DeHoop (166); 11. Larry Ward (162); 12. Jeff Matiasevich (160); 13. Tony Amaradio (104); 14. Doug Dubach (102); 15. Buddy Antunez (89); 16. Ray Sommo (88); 17. Michael Craig (86); 18. Phil Lawrence (74); 19. Jim Neese (55); 20. Dag Boyesen (49).

Upcoming Rounds:
Round 10 - Washougal, WA, August 14
Round 11 - Binghamton, NY, August 28

Briefly...

The Spring Creek pits were buzzing with rumors as to who's going to do what for the 1995 season, and most of those rumors were centered around Team Honda's **Jeremy McGrath,** who has yet to re-sign a contract with Team Honda/1-800-COLLECT. When asked what his plans were for '95, McGrath just smiled and carefully tip-toed his way around the subject, but did say he hasn't made any commitments as of yet. There's been a lot of talk that Suzuki wants to hire the two-time Supercross champ, but **Ray Tetherton,** the Suzuki team manager said, "That's not likely, I don't think he'd fit into our budget."

It is all but confirmed that the SplitFire/Hot Wheels/Pro-Circuit/Kawasaki team will feature at least two new faces next year. One of those will be of Frenchman **Mikael Pichon,** who will compete in the East Coast 125cc Supercross Series. The other new rider will be **David Pingree,** from Scottsdale, Arizona. Pingree currently rides a Suzuki.

There were also rumors of **Pedro Gonzalez** quitting the SplitFire team after the 1994 season, but those rumors were squelched by Gonzalez himself. "Yes, I was thinking about quitting after this season so I could finish school," said the likeable Mexican. "But I decided to race for one more year. Then I'll go back to Monterrey (Mexico) and finish school. I think it's important to have an education, because you need something to fall back on after racing." Gonzalez says he'll stay on with the SplitFire team for '95.

And what about **James Dobb**? It seems that the Englishman will leave the SplitFire team at the end of the season and join the Honda of Troy squad. "That is true," said Dobb of his future plans. Dobb said he is looking forward to the change, since he used to ride Hondas back home in England, where he won two National Championships. Joining Dobb next year on the Honda of Troy team will by Tennessee's **Mike Brown**, who currently rides a Jim's Cycle Sales-sponsored Honda. There's even talk of **Larry Ward** possibly joining the team.

Speaking of Honda of Troy, **Mike Craig** competed in his first National since joining the team after asking to be released from his Yamaha contract. Although he did compete aboard the red and black Honda the previous week at the Budds Creek 250cc GP, his National debut was less than spectacular. In the first moto, Craig crashed early in the race and momentarily dislocated his already tender shoulder. He finished the race in 27th but didn't start the second.

As far as **Mike Craig** and his future plans, he says that he is close to a signing a lucrative deal with Kawasaki of Japan for 1995. "They (Kawasaki) offered me good money to ride next year's Supercross series, then go to Japan in May to compete in their (outdoor) National series. I might be settling that deal this week if I decide to do it, but the money is just too good to pass up. If that doesn't work out, I'll stay with Honda of Troy." Craig also said he is quite happy with his new team. "The bikes are real good and there just isn't the pressure here like there was with Yamaha."

Team Suzuki has signed Californian **Craig Decker** for 1995. He'll join **Ezra Lusk**, **Tim Ferry** and **Damon Huffman** who have already signed, unlike 250cc rider **Brian Swink.** Rumors have it that Swink won't be re-signed by Suzuki. "We haven't signed him yet, that is true," said team manager **Ray Tetherton**. "He's definitely on the bubble."

One person who isn't going anywhere is **Bevo Forti**, the Scott Goggle rep. "For some reason, people think I'm quitting at the end of the year," said Forti. "I guess they think that now that I'm married and have a baby that I'm going to stay at home. Well, I take my family to the races with me; the races are my home. No, I'm not going anywhere."

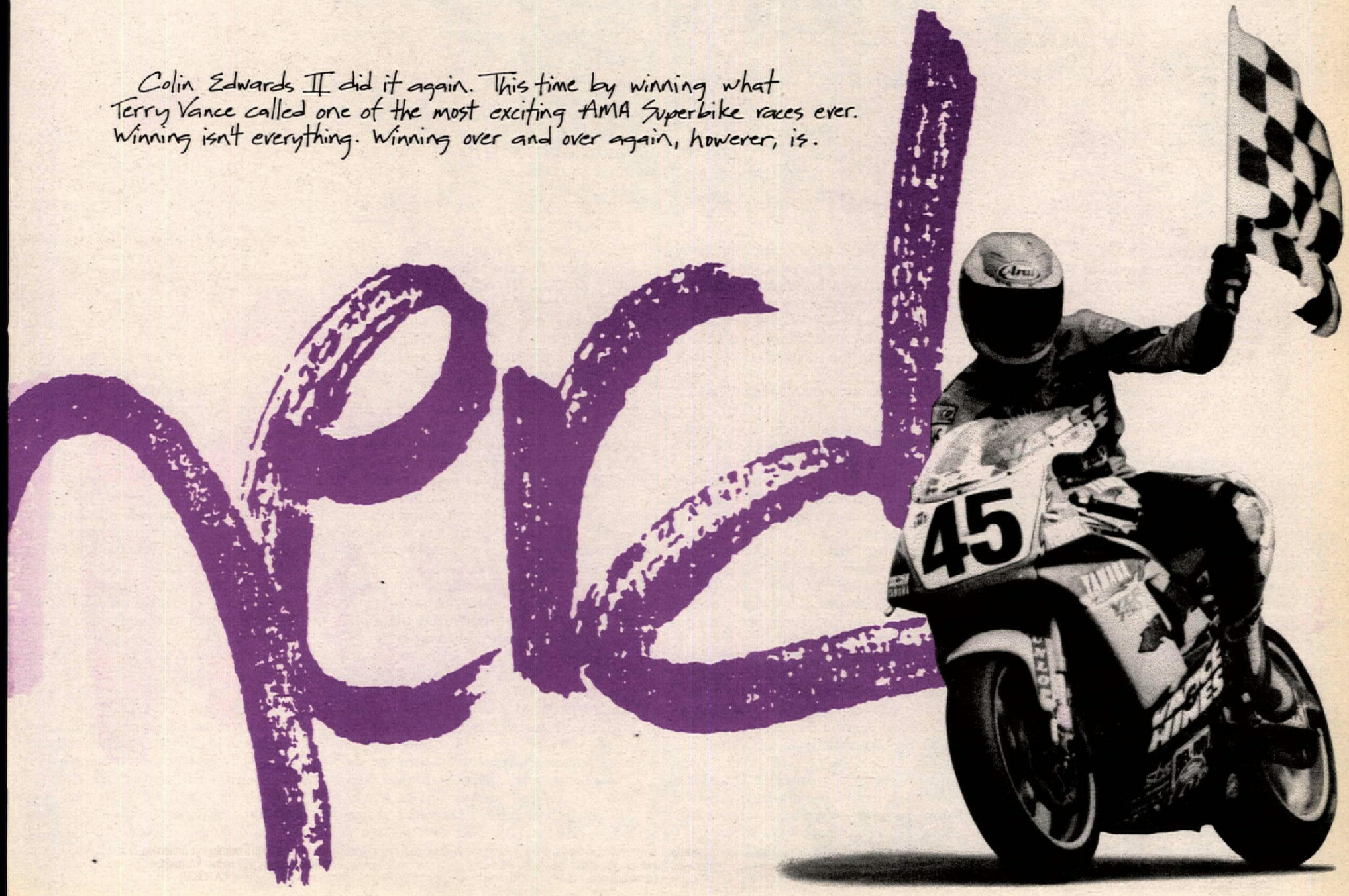
"I take my hat off to **John Martin**," said **Jeff Stanton** of the Spring Creek facility. "That guy does one hell of a job here; this has to be one of the finest tracks on the circuit." Martin, a former National Hare Scrambles Champion and ISDE rider, owns and operates the Spring Creek MX Park, and he obviously puts a lot of effort into his park. The pits were well laid out, a new fence lined the hilly track, and fire hoses - used to water the track - covered nearly every inch of the loamy and sandy surface. An estimated 10-12,000 spectators turned out for the Spring Creek National, for what was one of the best-run events of the season.

John Dowd took home $1600 from the $15,000 250cc class purse, while **Steve Lamson** walked away with $1450 of the $12,500 125cc class purse.

Erik Kehoe is well down the road to recovery. The Honda of Troy rider suffered serious back injuries during a practice session crash at the High Point National last May. According to Honda of Troy's **Phil Alderton**, Kehoe is up and about and will be back on a bike again soon. "He'll be doing a lot of testing for us when he's ready," said Alderton. Kehoe will be the team's manager next season.

By winning the Spring Creek National, **John Dowd** put the end to what very well could've been a Kawasaki sweep of the series. Up until Millville, Kawasaki had won every 250cc National overall, eight to be exact, all at the hands of **Mike LaRocco** and **Mike Kiedrowski.**

Colin Edwards II did it again. This time by winning what Terry Vance called one of the most exciting AMA Superbike races ever. Winning isn't everything. Winning over and over again, however, is.



Round 13: Peoria TT

Same as it ever was

Ben Bostrom (11) led Mike Hale (32), Chris Carr (4), Eric Bostrom (17Y) and the rest at the start of the 25-lap National.

By Donn Maeda
Photos by Bert Shepard and Maeda

PEORIA, IL, AUGUST 7

In Peoria, Illinois, you can count on the sun rising every morning, and setting every evening. And it also seems that, once a year, you can count on Team Harley-Davidson's Chris Carr to fly to victory at the Peoria Motorcycle Club's annual Busch Beer-sponsored Grand National TT.

An exaggeration?

Perhaps, but of the last nine runnings of the famous event, Carr has won eight - with the last seven coming in succession.

"The pressure for me to win this race is unbelievable," said Carr, after his most recent win. "A load has been taken off my shoulders, that's for sure. At least for the next 12 months, it has."

In nabbing his seventh-consecutive Peoria TT win, Carr not only further extended his series points lead over Scott Parker - third at Peoria - he earned a place in the motorcycle racing history books, as well. Entering the event, Carr - already the facility's winningest rider - was tied with former Grand National Champion Joe Leonard for the most-consecutive Peoria wins. Like Carr, Leonard dominated the clubgrounds between 1953-61, racing to six-consecutive wins, but the dirt track legend's name will now forever be listed after Carr's in the club's record books. Carr also moved into a tie with the late Steve Eklund for first on the all-time TT win list. Both riders boast nine Grand National TT victories, but most insiders agree that Carr will take over first place on that list as well, when the series moves west to the Castle Rock TT this September.

"To be honest, I wasn't even aware of the Joe Leonard record," said Carr. "But I'm glad that my ninth win has brought up the name of Steve Eklund. More than being happy about tying him for the most TT wins, I'm glad that my win has brought his name up and reminded us of him. He was a great racer, the best TT rider of his time."

Finishing second was Bartels' Harley-Davidson rider Mike Hale, the same youngster who pressured Carr across the finish line at last year's event. Prior to the race, many dubbed Hale as the man who would finally break Carr's win streak, but the likable Texan was again forced to play the role of the bridesmaid. Hale got the start he wanted - one that was better than Carr's - but in the mad scramble to overtake early leader Ben Bostrom, Hale slipped off the groove and allowed Carr to pounce. Bostrom eventually dropped out of the race with mechanical woes, but not before he fended off Hale's attacks and allowed Carr to scoot away.

"I just got a little too anxious," said Hale, who announced that this was his last-ever Peoria TT. "I wanted to get into the lead and pull away from Chris, but I slipped up. You can't slip up when you have Carr behind you."

Hale, a member of the Smokin' Joe's Honda road race team, will pursue the AMA Superbike National Championship full time in 1995. "This is my last visit to Peoria, and I was really hoping to win it," said Hale.

Another rider who many felt could dethrone the Prince of Peoria was four-time Grand National Champion Scott Parker. The factory Harley rider flew higher and further over Peoria's notorious jump than he ever had, but it still wasn't enough. Parker pressured Hale to the end, but was forced to settle for third and lose seven precious points to his championship rival, Carr.

"I really tried to hammer down today and felt better than I ever have," said Parker. "But I slipped up a little bit towards the end and let them guys get away a bit."

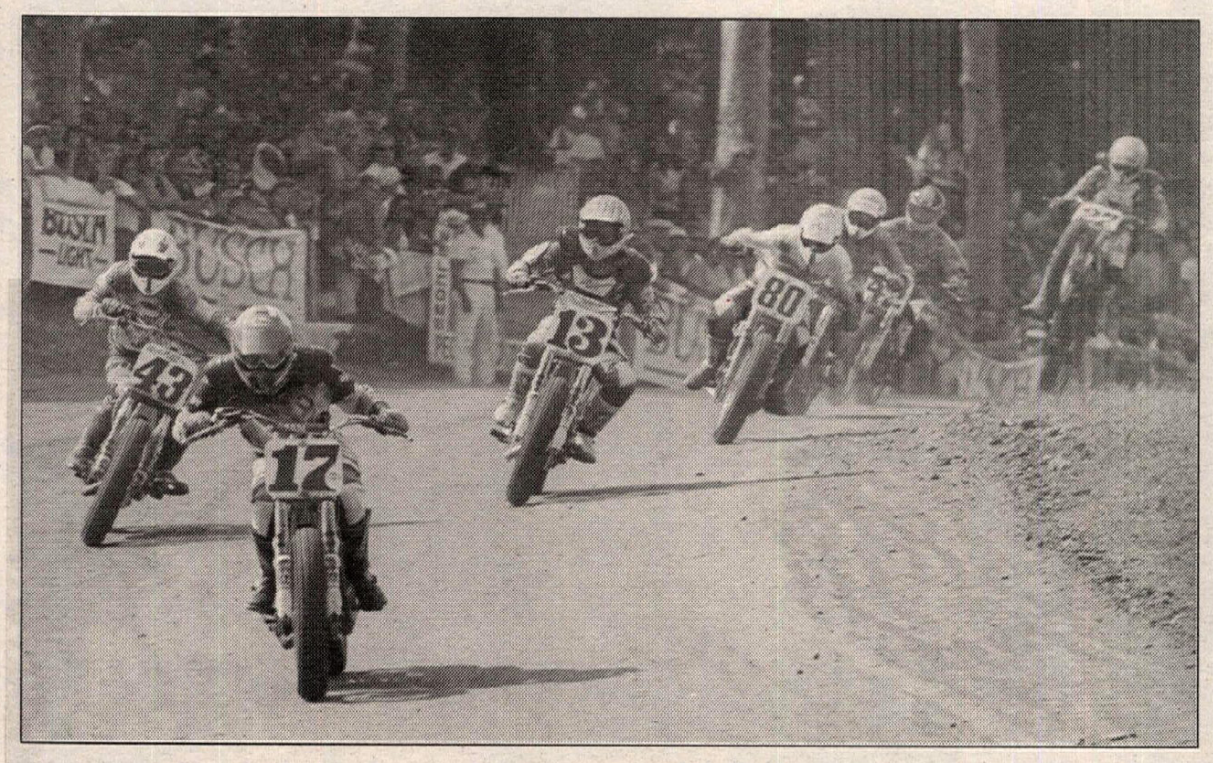
Carr enjoys an 11-point lead over Parker, 177-166, while third-placed Steve Morehead has 143. After toying with the idea of skipping the TT, Morehead showed up and turned in a respectable 10th-place finish to earn a few points. Still, the popular veteran saw Parker pull further out of reach. "When I come here, I take what I can get," said Morehead. "TT isn't really my cup of tea, but I figured I should come and race anyway."

Oddly enough, Carr's win was only his second of the series - his first came at the series-opening Daytona Short Track. Consistent finishes have allowed him to maintain his points advantage over Parker, who has won four races, and Morehead, who has won three.

HEATS

Several surprises were had in the seven four-lap scratch heats that were used to determine starting positions in the four 10-lap heat races. While no one was surprised to see Carr, Andy Tresser, Rodney Farris, Aaron Hill and recently-crowned 600cc National Champion Mickey Fay win their respective scratch heats, many were pleasantly surprised to see Morehead and Jay Springsteen top their qualifiers with commanding performances.

Bartels' Harley-Davidson's Eric Bostrom led the way in the opening heat race, but was forced back to third by Harley-Davidson of Sacramento-sponsored Aaron Hill and a hard-charging Parker. Hill was the first to sneak past Bostrom, but Parker followed a few laps later and quickly reeled him in. At the finish, Parker was only inches behind Hill, and guaranteed a starting spot in the main. Bostrom and the rest would



(Above) Aaron Hill (17) overcame a penalty-line starting position to finish seventh. Joe Kopp (43), Mickey Fay (13) and Rich King (80) all fell victim to Hill's charge. (Right) Ben Bostrom (11) led Chris Carr (4) and Scott Parker (2) for the first 10 laps. Bostrom dropped out with a blown head gasket. (Below) Andy Tresser (91) and Ronnie Jones (16) battled over fourth. Jones prevailed.

have to try again. As Hill pulled into his pits, his bike's clutch main shaft broke and his crew scrambled to repair the part before the National.

"It just got real stiff when I pulled in," said Hill. "I also raced the last four laps without a rear brake. After they fix the clutch, they'll have to figure out what's wrong with my brakes."

"I get bad starts on these 600s," said Parker. "I guess it's because I don't ride them that much."

Joe Kopp got the jump on the rest in heat two, but the Chris Carr Show took over on lap two. Aztec Racing's Ben Bostrom settled into the runner-up position and earned a trip to the main, but was well behind Carr when the checkered flew. Carr's heat would be the fastest of the day. Kopp held on to third, barely fending off an aggressive Ronnie Jones.

Fay appeared to have the best jump off the line in heat three, but he was mired in the pack as they raced into turn one. Mike Hacker led the way into turn one, but promptly flew off the groove and allowed Winchester Harley-Davidson's Rodney Farris to take control. Fay, meanwhile, struggled to recover from his botched start and began to get on the gas. Within three laps, Fay had closed to Farris' rear wheel, and the two swapped the lead twice before Fay took over for good.

"I missed a shift at the start," said Fay. "Then, after I got past Rodney, I drifted way out of turn two and about ran up on the wall. He got by me again just before the jump, but he overshot turn three."

Fay scored the win with room to spare over Farris and Team Undo's Brett Landes.

Morehead holeshot the fourth and final heat, but as he raced towards the jump, his better sense of judgment took over and he backed off the throttle. Hale sailed past and into the lead, and Tresser also took advantage of Morehead's low-flying riding style. That would be as far as Morehead would slip, however, as he held a firm grip on third. Tresser pressured Hale throughout the race, nearly making the pass in turn four on several occasions. At the finish, though, it was Hale with a comfortable margin of victory.

"I was struggling through turns three

and four," said Hale. "There's a real tacky spot that catches you off guard. Andy almost got me on the outside, and that showed me his line. It was better."

SEMIS

Garvis Honda's Rich King trounced the field in the first eight-lap semi, and established himself as one to watch in the National. Kopp was second, a full straightaway behind, while "Winkin'" Will Davis fended off the advances of rookie Expert Kenny Coolbeth for third. King, Kopp and Davis headed for the National, the rest would spectate.

Like King, Loral Lake Racing's Ronnie Jones whipped the field in the second semi and enjoyed a full straightaway advantage over runner-up Eric Bostrom. Brenny's Cycle-rider Davey Camlin raged through the pack to nab the third and final transfer.

Morehead led Ty Howard at the start of the final semi, but the red flag brought the race to a halt on the third lap when Howard high-sided spectacularly in turn four while in second. Howard was spit off his machine and sailed through the air six-feet above the ground, but was able to make the complete restart.

Morehead duplicated his holeshot and led every lap for the win, edging out Landes and Erion Racing's Larry Pegram.

NATIONAL

All eyes focused on the front row - composed of Carr, Hill, Parker, Hale, Bostrom and Fay - and the crowd let out a groan when Hill jumped the gun and was sent to the penalty line. Normally the series' fastest starter, Hill misjudged the light and paid the price.

"I was just too anxious," said Hill. "The clutch grabbed a little more after it was fixed, but I'm not gonna blame that. It was my mistake. I couldn't believe it - it couldn't have happened at a worse time or a worse place."

A strong TT racer, Hill had also stood a good chance of challenging Carr.

With Hill on the fourth row, Bostrom nailed the holeshot and led Hale, Carr, Parker and Fay through turn one. Though a tangle of some sort has been the norm at past Peoria TTs, the entire field filed through turn one without incident.

Bostrom, the 1994 Rookie of the Year, looked strong as he led the other 16 riders, but he knew that something wasn't right. "On the warm-up lap, I heard this high-pitched noise coming from my engine," he said. "It started to get louder as the race went on, and I was thinking, 'Man, this isn't good.'"

Nevertheless, Bostrom held on to the lead for five laps before Hale was able to mount a charge. Regarded as having one of the fastest motorcycles on the track, Hale powered past Bostrom and his ailing machine on the front straight, and into the lead.

But Hale carried too much speed and slipped off the groove, allowing not only Bostrom, but Carr as well, to sneak past.

"I was just in there way too hot," said Hale. "I knew that if I could get past Ben early, he would hold up Chris for a while and let me get away. I think I could have won if I didn't blow it."

Instead, Hale's strategy worked against him, as Carr finally ran down Bostrom on the 10th lap and began his patented Peoria pull-away.

"My bike was getting slower and slower," said Bostrom, who was impressive, regardless of his faltering motor. "Chris just zapped me going into the right-hander after the jump."

Parker, meanwhile, was doing all he could to find a way past Hale before he regained his momentum.

"I saw him slip off, but I couldn't get my bike turned through the apex quick enough to get by like Bostrom and Carr did," said Parker. "Hale got back in line just in time, and after that there wasn't another chance."

Hale and Parker passed Bostrom on lap 12, but by then, the damage was done. Carr had opened up a 10-bike-length lead that he would maintain to the finish. Parker pressured Hale for a few laps, but a slight slip in turn two on lap 20 allowed Hale to open a comfortable lead.

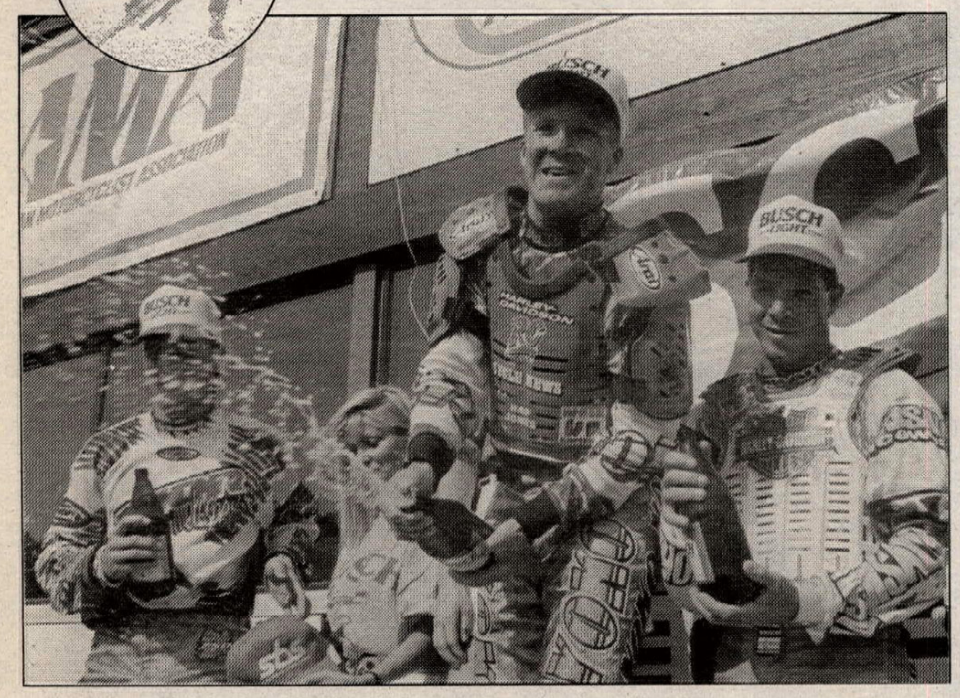
Bostrom's day came to a sad end when his bike quit on the 15th lap. "We don't know what it is yet," said a disappointed Bostrom. "We think it might be in the lower end." A post-race teardown revealed a severely blown head gasket.

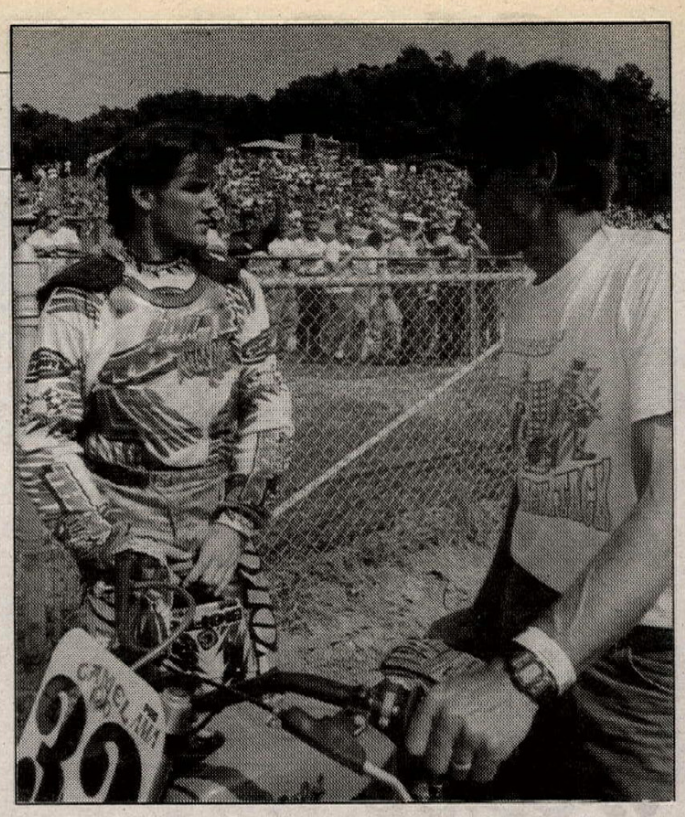
ATR Racing's Tresser did his best to stay in touch with the lead pack, and did so throughout the first three-quarters of the race. Towards the end, though, he began to slow, and eventually fell into the clutches of Jones, who had charged through the field like a man possessed.

"I was trying to keep up with those guys," said Tresser. "I felt pretty good, but I was holding on to the bars too tight over the jump and my arms started to pump up. By the time Ronnie caught me, my hands were numb."

"I got a terrible start, probably about

Round 13: Peoria TT





(Left) Chris Carr, Mike Hale and Scott Parker sprayed the brew in winner's circle. (Right) Mike and Bob Hale hoped to win in their last visit to Peoria, but were forced to settle for second. (Below) Decked out in motocross attire, the 17 qualifiers had a quick meeting before the start of the main. The topic of lappers came up, and Steve Morhehead cried out, "Okay, where should I go when *I* get the blue flag?"

13th or so," said Jones. "It seemed like everyone was going high in the turns, and I passed most of them down low."

With Bostrom's demise, Jones advanced to fourth, and Tresser moved up to fifth.

At a distance, over a full straightaway later, Farris got the best of a multi-rider freight train for sixth. Hill charged all the way back up to seventh after starting dead last, while Kopp, King and Morehead rounded out the top 10. Davey Camlin had been in the middle of that battle, but high-sided violently in turn two with only a few laps to go.

"Man, I was jammin', but I started to lose my front end," said Camlin, who was unhurt in the crash. "I tried to correct it with the throttle, but the next thing I knew, I was on my butt." CN

Peoria M.C. Clubgrounds
Peoria, Illinois
Results: August 7, 1994

HEAT 1 (11 riders, 10 laps, top 2 transfer): 1. Aaron Hill (Rtx); 2. Scott Parker (H-D); 3. Eric Bostrom (W-R); 4. Rich King (Hon); 5. Ty Howard (Rtx); 6. Frankie Kaiser (W-R); 7. George Roeder II (Rtx); 8. Don Wilson (Rtx); 9. Eric Rickman (Rtx); 10. Steve Liberty (Rtx); 11. Kenten Longcor (W-R).
Time: 4 minutes, 35.84 seconds.

HEAT 2 (11 riders, 10 laps, top 2 transfer): 1. Chris Carr (H-D); 2. Ben Bostrom (Rtx); 3. Joe Kopp (Rtx); 4. Ronnie Jones (Rtx); 5. Jay Springsteen (H-D); 6. Kenny Coolbeth (Rtx); 7. Kevin Varnes (Rtx); 8. Larry Pegram (Hon); 9. Tommy Colson (Rtx); 10. Jeff Annen (W-R); 11. Bart Schmulbach (Rtx).
Time: 4:35.54.

HEAT 3 (11 riders, 10 laps, top 2 transfer): 1. Mickey Fay (Rtx); 2. Rodney Farris (Rtx); 3. Brett Landes (Rtx); 4. Mike Hacker (Rtx); 5. Rex Fisher (Rtx); 6. Tom Troudt (W-R); 7. Craig Estelle (Rtx); 8. Bret Beyer (Rtx); 9. Jeff Harsha (Rtx); 10. Steven Gill (W-R); 11. John Faulkner (Yam).
Time: 4:43.50.

HEAT 4 (12 riders, 10 laps, top 2 transfer): 1. Mike Hale (Rtx); 2. Andy Tresser (W-R); 3. Steve Morehead (Rtx); 4. Will Davis (Rtx); 5. Davey Camlin (Rtx); 6. Kevin Atherton (Rtx); 7. Kris Kiser (Rtx); 8. Jeff Eklund (Rtx); 9. Scott Stump (Hon); 10. Lars Trulson (Rtx); 11. Dave Hebb (Rtx); 12. John Hlebo III (Hon).
Time: 4:38.33.

SEMI 1 (13 riders, 8 laps, top 3 transfer): Rich King (Hon); 2. Joe Kopp (Rtx); 3. Will Davis (Rtx); 4. Kenny Coolbeth (Rtx); 5. Kris Kiser (Rtx); 6. Tommy Colson (Rtx); 7. George Roeder II (Rtx); 8. Bret Beyer (Rtx); 9. Lars Trulson (Rtx); 10. John Hlebo III (Hon); 11. Steve Liberty (Rtx); 12. John Faulkner (Yam); 13. Rex Fisher (Rtx).
Time: 3:45.34.

SEMI 2 (12 riders, 8 laps, top 3 transfer): 1. Ronnie Jones (Rtx); 2. Eric Bostrom (W-R); 3. Davey Camlin (Rtx); 4. Frankie Kaiser (W-R); 5. Jeff Annen (W-R); 6. Jeff Eklund (Rtx); 7. Kevin Varnes (Rtx); 8. Craig Estelle (Rtx); 9. Dave Hebb (H-D); 10. Steven Gill (W-R); 11. Eric Rickman (Rtx); 12. Mike Hacker (Rtx).
Time: 3:44.27.

SEMI 3 (12 riders, 8 laps, top 3 transfer): 1. Steve Morehead (Rtx); 2. Brett Landes (Rtx); 3. Larry Pegram (Hon); 4. Jay Springsteen (H-D); 5. Kevin Atherton (Rtx); 6. Tom Troudt (W-R); 7. Ty Howard (Rtx); 8. Scott Stump (Hon); 9. Bart Schmulbach (Rtx); 10. Jeff Harsha (Rtx); 11. Don Wilson (Rtx); 12. Kenten Longcor (W-R).
Time: 3:48.63.

NATIONAL (17 riders, 25 laps): 1. Chris Carr (H-D); 2. Mike Hale (Rtx); 3. Scott Parker (H-D); 4. Ronnie Jones (Rtx); 5. Andy Tresser (W-R); 6. Rodney Farris (Rtx); 7. Aaron Hill (Rtx); 8. Joe Kopp (Rtx); 9. Rich King (Hon); 10. Steve Morehead (Rtx); 11. Mickey Fay (Rtx); 12. Eric Bostrom (W-R); 13. Larry Pegram (Hon); 14. Will Davis (Rtx); 15. Brett Landes (Rtx); 16. Davey Camlin (Rtx); 17. Ben Bostrom (Rtx).
Time: 11:30.63.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 13 of 22 rounds): 1. Chris Carr (177/2 wins); 2. Scott Parker (166/4); 3. Steve Morehead (143/3); 4. Will Davis (97); 5. Rodney Farris (85); 6. Ronnie Jones (81/1); 7. Aaron Hill (75); 8. Brett Landes (60); 9. Larry Pegram (56/1); 10. (TIE) Davey Camlin (1)/ Jason Fletcher (53); 12. (TIE) Rich King/George Roeder (52); 14. Kevin Atherton (51); 15. Terry Poovey (40); 16. Ricky Graham (39/1); 17. Kenny Coolbeth (38); 18. Mike Hale (33); 19. Billy Herndon (23); 20. Jay Springsteen (22).

Briefly...

For his eighth win at the Peoria M.C. Clubgrounds, **Chris Carr** pocketed $6000 of the $38,000 purse. Runner-up **Mike Hale** pocketed $3500; while third-placed **Scott Parker** was awarded $2700 for his efforts. In winner's circle, Carr, Hale and Parker sprayed the crowd with **Busch Beer**, rather than champagne. It was fitting, as the Peoria-based Brewers Distributing company have been long-time sponsors of the event.

Thanks to unusually cool weather, a **record crowd** of an estimated 16,000 spectators was on hand. Race fans were treated to a clean-running race program, as there were no crash-induced delays, and everything ran on schedule. For the first time in recent memory, no one crashed after the jump.

Defending Grand National Champion and two-time Peoria TT winner **Ricky Graham** was not on hand at Peoria. "My ankles are still too tender to handle the landing from the jump," said Graham earlier in the week. "I really like Peoria, and it will be hard to sit this one out."

An odd sight on the sidelines when the 17-rider National began staging was former Harley-Davidson factory rider **Kevin Atherton**. Normally one of the fastest riders at the tourist trophy course, Atherton struggled throughout the day with a poor-running motorcycle and barely missed a transfer position in his semi. "We changed everything - carburetors, ignitions, suspension; you name it, we changed it," said an obviously disappointed Atherton. "It was depressing watching the other guys race. I should have been out there with them."

Joining Atherton on the sidelines was three-time Grand National Champion **Jay Springsteen**. Springsteen, himself a two-time Peoria TT winner in 1979 and '83, was disappointed that he didn't qualify, but maintained his jovial disposition, nonetheless.

Erion Racing's **Larry Pegram** was another Peoria hot shoe who had a bad day. Though he qualified for the National, Pegram turned in a sub-standard - for him - 13th-place finish. "We didn't have a bike for this race, and at the last minute we borrowed Rich King's Honda, but it blew up during practice," said Pegram. "Then we borrowed Kevin Olliges' Rotax, but it didn't have a front brake, so the AMA wouldn't let me out on the track to race my scratch heat. I finally found a front brake, but I didn't get any practice on the bike before my heat. I was still getting used to it in the main."

The **People's Point Fund** grew by $1650 at Peoria, thanks to a post-race raffle in which spectators bought $1 raffle tickets. One lucky winner was awarded half of the total amount collected, and the rest went into the point fund.

After **Steve Morehead** won his semi-final, he shared a laugh with announcer **Dave Despain** over the PA. "Man, Dave, you've just witnessed TT racing at its finest," said Morehead.

Quote of the race: From AMA Timekeeper Gil Dosmagen, as he watched the Illinois Motor Maids circle the track during opening ceremonies, "Man, it looks like an 883 National out there."

Chris Carr was a key player in the opening ceremonies, as he rode a few laps with a **wireless microphone** hooked up to his motocross-style Arai helmet. Carr welcomed the fans, then explained the track as he completed a fast lap around the course.

Grayboy Kawasaki's **Ty Howard** may not have qualified for the National, but the Texan certainly turned in some spectacular leaps over the jump. During practice, some argued that Howard flew higher and further than Chris Carr, though he was not nearly as graceful.

After the awards ceremony, winner **Chris Carr** gave his trophy to **Danielle Hoenig**, daughter of Flat Trak Fotos' Dave and Kathy Hoenig. Long after the race was over, young Danielle could be spotted in the pits guarding the huge trophy with her life.

AMA Dirt Track Referee **Bruce Bober** reported that after viewing a videotape of the **Ricky Graham/Kevin Atherton** crash that occured at the Sedalia Half Mile, he revoked Graham's probation. "I watched it over and over in slow motion," said Bober. "You could see Atherton slip off the groove with his back tire. Ricky did nothing wrong, and it wasn't his fault that Kevin crashed." Bober did add, however, that he issued letters to Graham, Atherton, **Scott Parker** and **Danny Malfatti**, warning them that their displays of unsportsmanlike conduct would not be tolerated. "All of the arguing and finger pointing that they did after the race on the front straight was a poor display," said Bober. "They were not acting like the professionals that they are."

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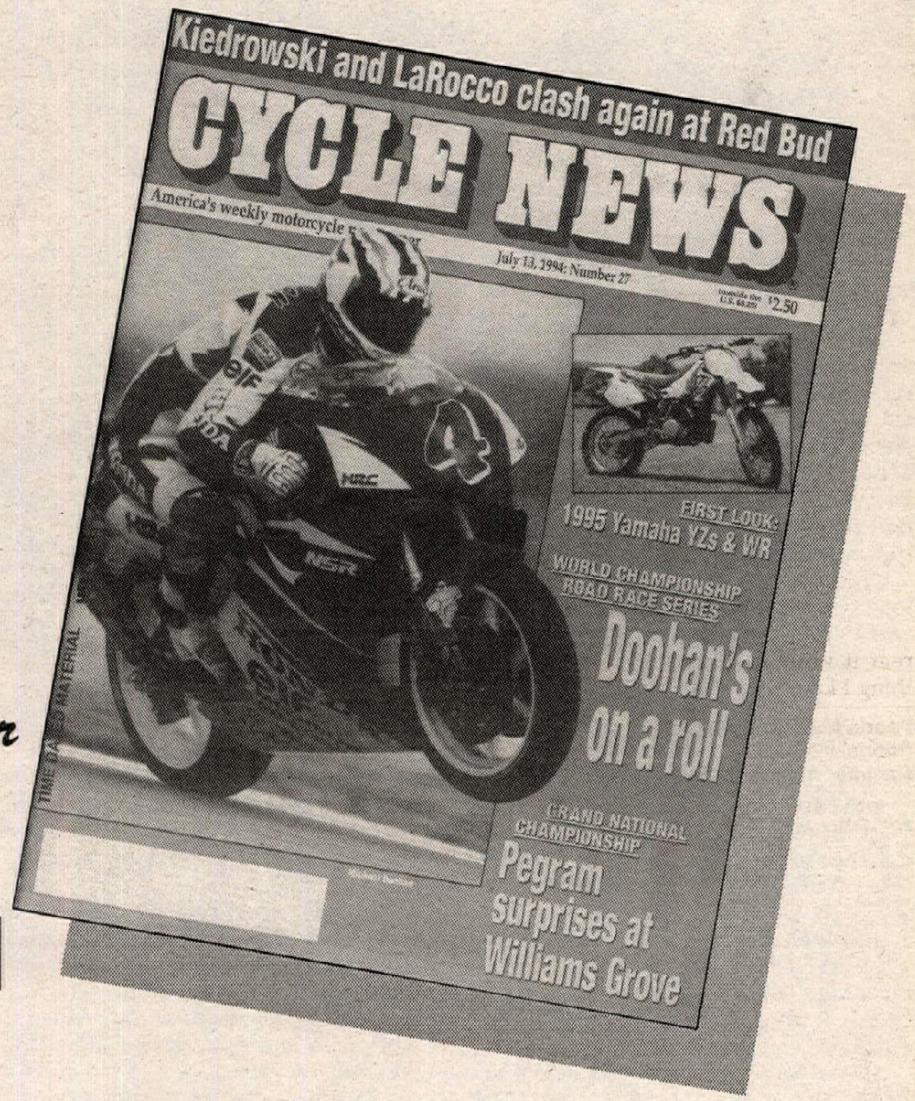

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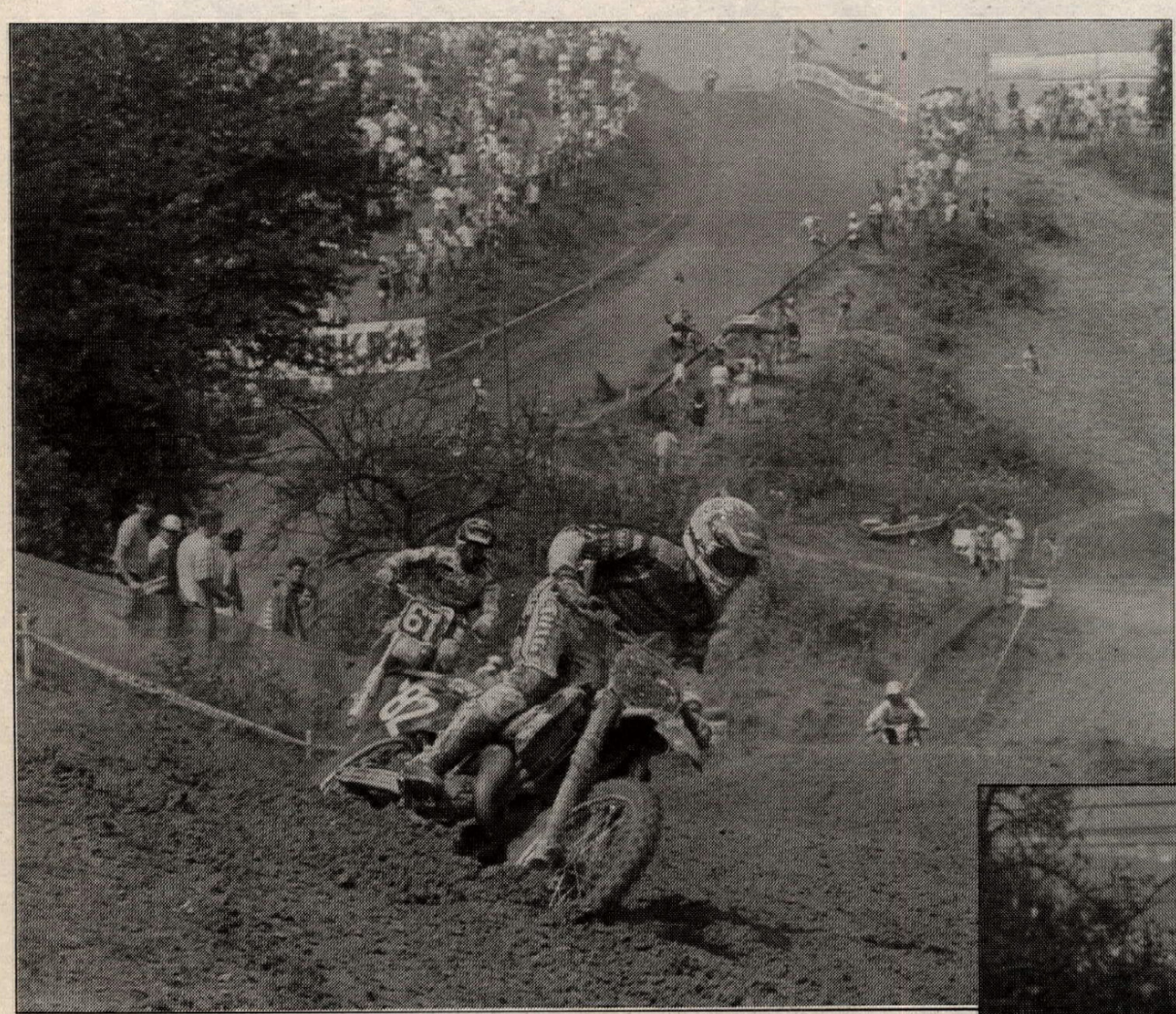
Round 9: German GP

Moore sees the light



(Left) Bobby Moore (82) can now see the light at the end of the tunnel, and that light is the World Championship 125cc MX title. The Californian now enjoys a 30-point lead over Alessio Chiodi with two GPs left in the series. Moore won both motos in Germany. (Below) Tallon Vohland combined 3-7 moto finishes to nail down third overall.

By Alex Hodgkinson

GOLDBACH, GERMANY, JULY 31

Bob Moore moved one step closer to that elusive World title when he recorded his fourth win in the 125cc World Championship Series, in Goldbach, Germany, thus extending his lead in the standings to 30 points with just two GPs remaining. He took full advantage when his main rival Alessio Chiodi went out of the opening moto with a mechanical problem.

Moore handed out a sound defeat to the Italian in a straight fight in race two to record his first 1-1 day of the campaign. Bader Manneh took third overall from 3-7 moto finishes to move back to seventh in the standings despite riding almost the entire second race without a front brake.

The tension was taken out of the world title battle on the first lap of the opening moto.

Most riders were taking it cautiously behind holeshot artiste Manneh on the first lap around a hilly track made extremely slippery by water hoses five minutes before the drop of the gate.

Two men, however, could not afford such a luxury.

Moore was fourth after half a lap and still advancing, as was Chiodi from eighth.

But the Italian never completed the lap. As he landed off the jump halfway up the long climb to the finish line, his Honda coughed and ground to an immediate halt.

The Italian kicked for all he was worth, but his bike would not restart and was wheeled away to the paddock by a bowed-head mechanic; the needle in the carburetor had become dislodged and Chiodi suddenly saw himself facing a major points deficit to his American rival.

Moore, fastest in qualifying, was out to take maximum advantage and scorched past Manneh for the lead before the end of lap two to win unchallenged.

The only man to come close to Moore was Chiodi. The carburetor having been repaired, the Italian sneaked back onto the track even though a bike which has returned to the paddock rather than the work area is specifically excluded from rejoining the race.

Chiodi latched onto his title rival until the finish.

"I wasn't bothered," explained Moore later. "He kept showing me his front wheel but I knew he wouldn't take me out. I had a big lead so I changed my lines as well. I don't think he learned anything for race two."

The FIM Jury were not so impressed. President Tony Skillington summoned Chiodi and his team boss Corrado Maddii during the interval, but only hung a 250 Swiss Franc fine on them for "unsporting conduct."

"I was quite lenient as they never actually touched and they pleaded that Moore had done the same in Spain," explained the Irishman, Skillington. "But two wrongs don't make a right, and they know I will be in charge at both remaining GPs."

The organizers had to sheepishly admit that they were not able to call in Chiodi because they couldn't find the black flag!

An excellent battle for second was eventually won by Pedro Tragter, the defending title holder keeping his cool after going to the gate last after having to change the ignition in the pre-staging area.

Manneh kept third ahead of Frederic Vialle and Mauro Dal'Lago, the latter requiring a brace on his left knee after a second moto crash at the previous round in San Marino. Dave Strijbos had also been involved in the tussle until he crashed out after 20 minutes.

Peter Beirer eventually won another tight struggle for sixth with Jochen Jasinski.

Manneh again holeshot in race two, but got a nasty shock as he went to the downhill turn two: "I touched with someone in that first turn and must have bent the front disc," said Manneh. After scrambling around the turn he held on for half a lap before dropping rapidly back to seventh.

Out of traffic Manneh was able to adapt his riding and headed off Strijbos to the flag to earn third on the day.

Moore and Chiodi were 1-2 before the end of the lap, and the American handed out a demoralizing defeat to the Italian, moving into a clear-cut lead within three laps and extending his advantage to the end.

Tragter moved through the pack to third, finally annexing that position from Beirer two and a half laps from the end when the German slipped off on a downhill turn.

Team Italia must have gone home thinking there was a jinx on them at the uphill jump before the finish. Chiodi's teammate Dal'Lago was 10th until he landed badly there and had to drop the bike immediately to crawl over the trackside banking for attention to his left wrist. CN

German GP
Goldbach, Germany
Results: July 31, 1994 (Round 9 of 11)

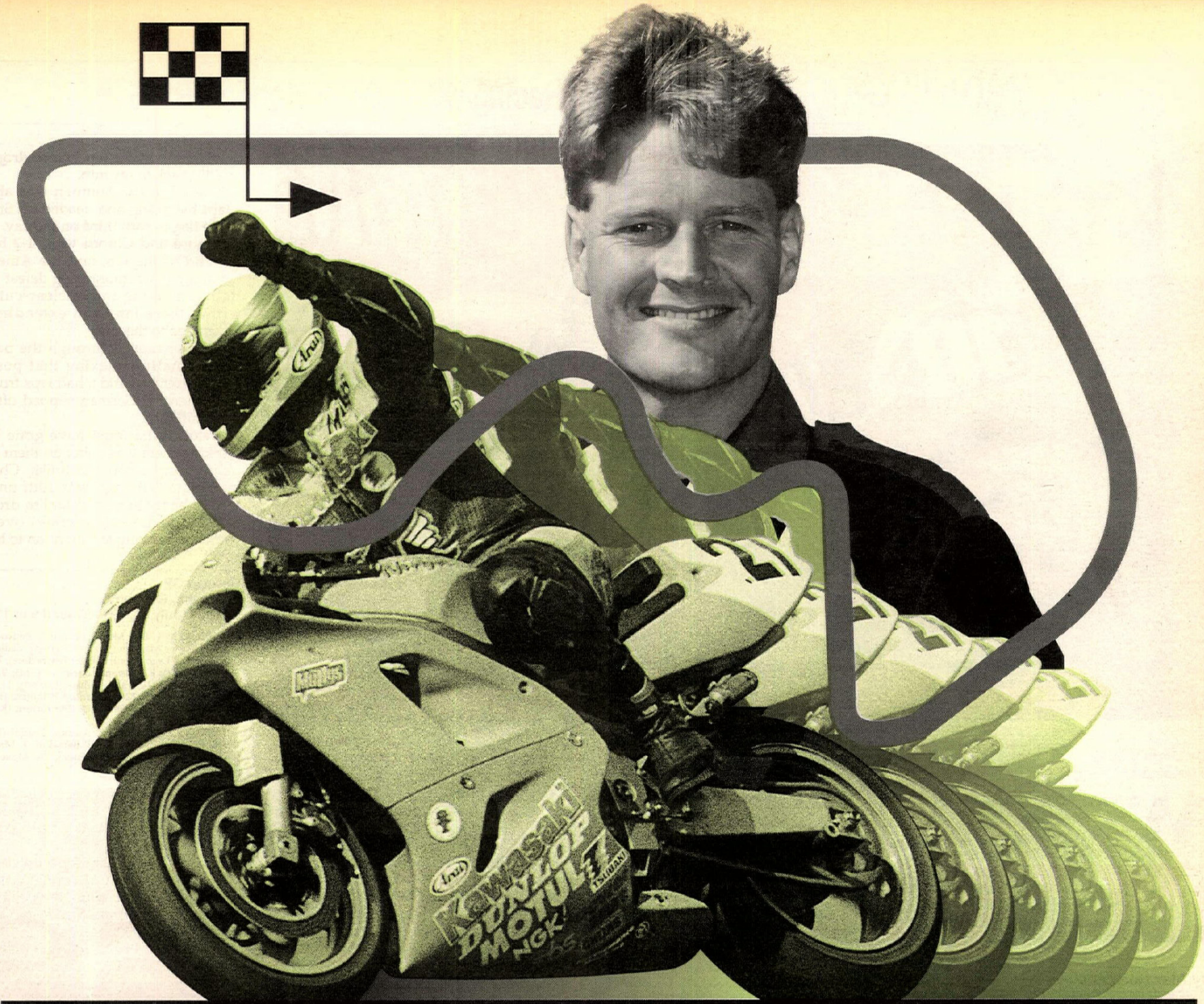
MOTO 1: 1. Bob Moore (Yam); 2. Pedro Tragter (Suz); 3. Bader Manneh (Suz); 4. Frederic Vialle (Kaw); 5. Mauro Dal'Lago (Hon); 6. Peter Beirer (Suz); 7. Jochen Jasinski (Kaw); 8. Massimo Bartolini (TM); 9. Mikael Maschio (Yam); 10. Fabio Balducci (Hon); 11. Marcel Van Drunen (Hon); 12. Alessandro Belometti (Hus); 13. Michael Governeur (Kaw); 14. Ola Eifrem (Kaw); 15. Roy Snellingen (Suz).

MOTO 2: 1. Moore; 2. Alessio Chiodi (Hon); 3. Tragter; 4. Beirer; 5. Vialle; 6. Bartolini; 7. Manneh; 8. Dave Strijbos (Suz); 9. Balducci; 10. Maschio; 11. Claudio Federici (Yam); 12. Leon Giesbers (Suz); 13. Snellingen; 14. Belometti; 15. Cristian Stevanini (Yam).

O/A: 1. Bob Moore (Yam); 2. Pedro Tragter (Suz); 3. Bader Manneh (Suz); 4. Frederic Vialle (Kaw); 5. Peter Beirer (Suz); 6. Massimo Bartolini (TM); 7. Alessio Chiodi (Hon); 8. Fabio Balducci (Hon); 9. Mikael Maschio (Yam); 10. Mauro Dal'Lago (Hon).

WORLD CHAMPIONSHIP 125cc MX SERIES POINTS STANDINGS (After 9 of 11 rounds): 1. Bob Moore (287/4 wins); 2. Alessio Chiodi (257/3); 3. Pedro Tragter (224); 4. Dave Strijbos (156/1); 5. Mikael Pichon (152/1); 6. Peter Beirer (128); 7. (TIE) Bader Manneh /Frederic Vialle (126); 9. Mauro Dal'Lago (119); 10. Massimo Bartolini 114; 11. Mikael Maschio (84); 12. Fabio Balducci (76); 13. Leon Giesbers (74); 14. John Van den Berk (49); 15. Claudio Federici (38); 16. Marcel Van Drunen (37); 17. Alessandro Belometti (36); 18. Roy Snellingen (25); 19. Charrel Sweebe (23); 20. Cristian Stevanini (23).

Upcoming Rounds:
Round 10 - Foxhills, England, August 7
Final Round - Borgloon, Belgium, August 28



CALIFORNIAN SIZZLES IN MINNESOTA.

Team Muzzy Kawasaki rider Fred Merkel was on fire last weekend at Brainerd International. First, he and his Kawasaki Ninja® ZX-7R lit up the asphalt with the fastest qualifying time in the 750 Supersport class. Then in the final, they burned the field again, grabbing first place. Apparently, it's only cold in Minnesota if you're not riding Kawasaki.

Kawasaki

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PROJECT BIKE | Bill's Pipes/Enzo Racing/White Bros. Honda CR125

(Left) When completed, our project Honda CR125 was quite an eye-catcher. From the flourescent yellow UFO bodywork, to the polished aluminum White Bros. parts, everything about the bike was trick.

By Donn Maeda
Photos by Al King

When it came time to modify our '94 Honda CR125 test bike, I must admit that I was a bit nervous. Sure, most of our previous project bikes had been successes, but then again, most of them had weak points that could be improved upon. The CR125, however, was a different story. In stock condition, the bike was already blazingly fast, had good suspension, awesome brakes and a reliability record that was second to none.

"This bike can't be made any better," I thought. "Modifying this bike would only ruin it and make it harder to ride."

But an assignment is an assignment, and the deed had to be done.

In the seemingly silly search for more power, we sent our CR's motor to Bill Cervera, of Bill's Pipe fame. Does the name sound familiar? Of course it does! Amongst those racing with Bill's Pipes exhaust systems on their CR125s are Team Honda's defending 125cc National Champion Doug Henry, Steve Lamson, and Team Honda of Troy's Craig Decker.

In addition to installing his pipe and silencer, Bill ventured into our bike's motor in search of more power. "It's really easy to make any bike faster, but keeping it easy to ride is the hard part," says Cervera. "Getting more usable power out of a Honda CR125 engine is actually pretty easy to do. You just have to know where to look for it."

Cervera ported the cylinder and modified the head, but left the rest of the engine alone. "You don't need to get into the cases to make a CR125 go fast," he said. "We don't even mess with the carburetor. Like I said, it's easy to do - you just have to know what to do."

While we originally felt that the motor would be tough to improve upon, we were sure that the stock Kayaba Suspension could be fine-tuned for even better handling. Though we were quite pleased with the suspension in stock condition, it *was* a tad soft in the rear, and the forks could be harsh at times. Since it would be impossible to get our hands on Henry or Lamson's factory suspension, we opted to go the same route as Decker and the rest of the Honda of Troy squad. One phone call to Enzo Racing, and we were set. Out back, Enzo revalved our stock shock and installed a stiffer, 5.4 spring. Internally, the shock was revalved to be plusher in the initial part of the travel, and stiffer towards the end. Also, a works-type bottoming bumper that Enzo says provides a more progressive compression ratio was installed. In other words, when bottoming the rear end, the "bottomed out" sensation is not as harsh and abrupt.

Up front is where things really began to get trick. Ever notice that Decker's fork tubes aren't the same silver color as stock? Enzo supplied a set of dark-gold anodized fork tubes, which are treated internally with a special coating that is harder and slicker than stock, resulting in lower friction and longer oil life. Valving was modified to be more progressive, and like the shock, plusher in the beginning and stiffer at the end. Rounding out the front end was a set of stiffer 4.0 fork springs.

As always, we installed Answer Products' Pro Taper Handlebar and clamp kit. Though we have used other bars with much success, we have grown fond of Answer's bar and clamp combo through the years. The high Honda bend are our bars of choice, while the clamp kit itself includes the entire upper triple clamp since Hondas come with solid-mounted bars.

With such a special machine in the making, we couldn't bear to leave its appearance alone. Rather than picking and choosing what cosmetic accessories to add to the project, we simply delivered the complete machine to the good people at White Bros.

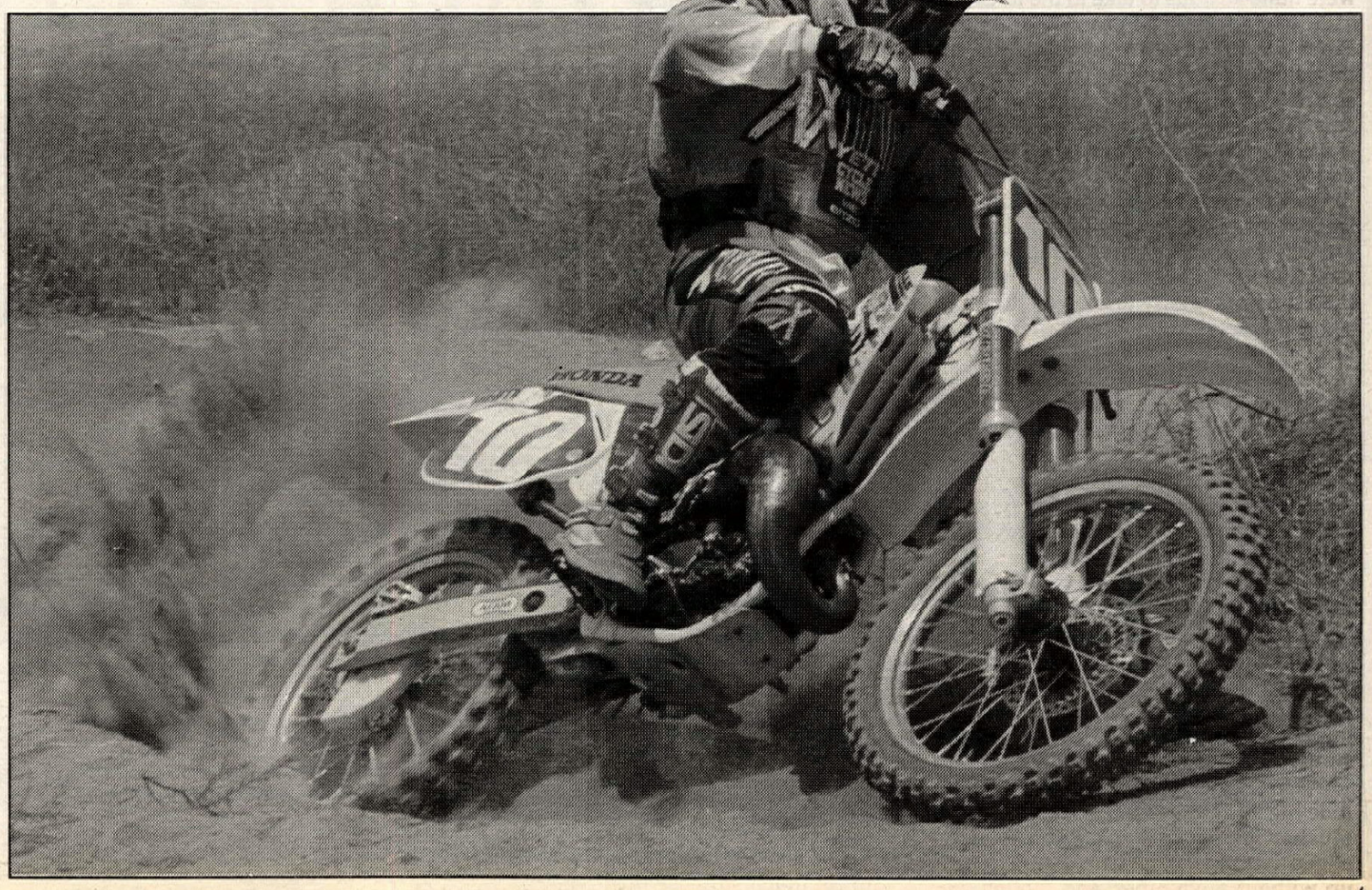
"Do whatever you'd like," we told them. "But make it look really trick, okay?"

A phone call to the White Bros. offices a week later yielded quite a surprise. "Well, the bike's still stripped down to the frame right now," said White Bros.' Jim Lewis. "And the wheels aren't quite done, and the aluminum parts aren't back from the polisher's yet."

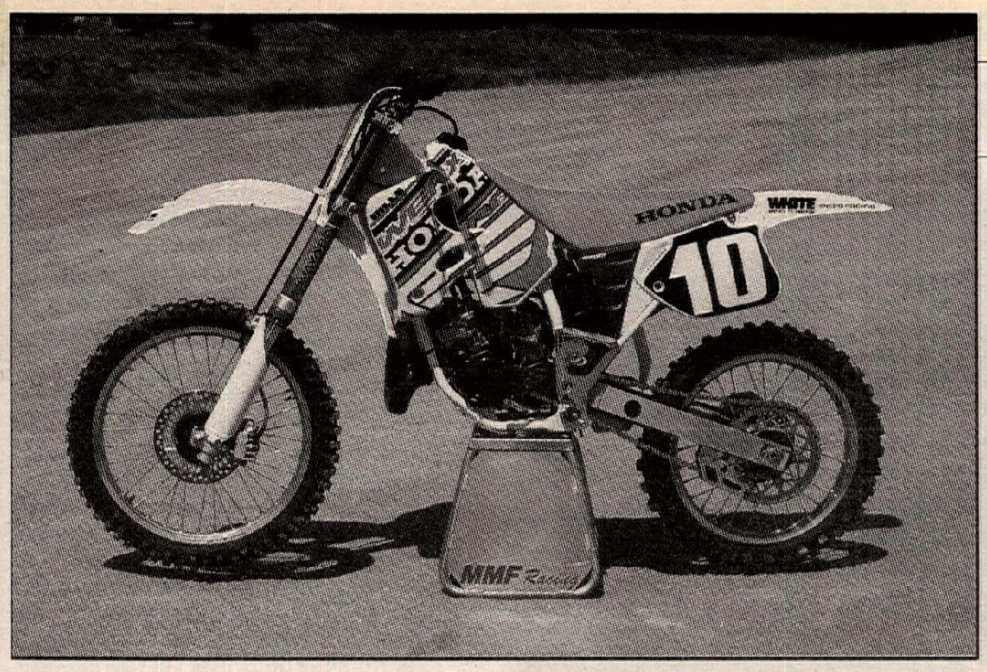
A few days later, we took delivery of the bike and could hardly believe our eyes. No longer was our bike the familiar red and white. Instead, it was a flourescent yellow, red, black and white motorcycle. White Bros. repainted the frame, engine cases and levers before installing UFO Replica plastic body parts. A flourescent yellow front fender and radiator shrouds were mated with a white numberplate, fork guards, sidepanels and rear fender, and the bodywork was capped off with a red Ceet Racing Dyna Cover and a Werks Tank and Shroud Graphics Kit. Rounding out the cosmetics of the machine was a bevy of polished parts. Everything aluminum - the kick starter, brake pedal, shift lever, triple clamps and master cylinder guard - was removed and polished to a chrome-like finish. It was blinding, to say the least.

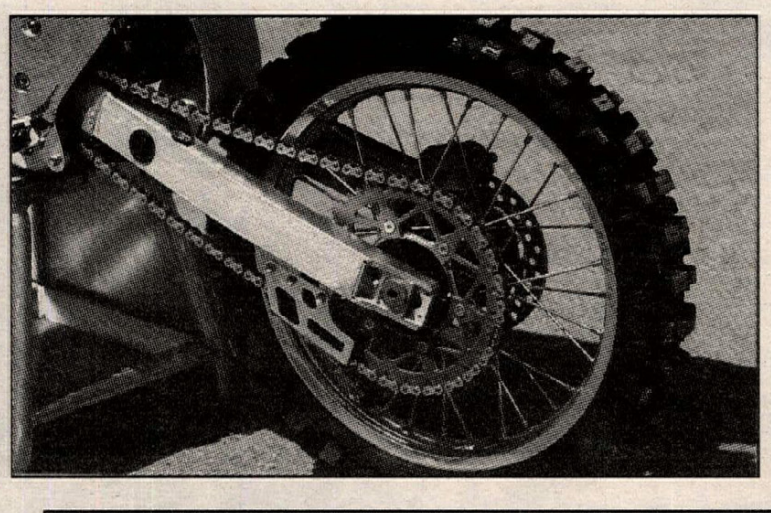
In the protection department, White Bros. fitted a set of (polished) Devol Frame Guards, a White Bros. Supercross Skid Plate and Brake Snake, and a pair of extra-wide IMS footpegs. A Twin Air filter, Dunlopad front and rear brake pads, Renthal Medium Compound Half Waffle Grips and Sun Line Gas Stop One-Way Valve finished off the little details.

Perhaps the coolest change performed by White Bros. was the installation of a set of gold anodized Excel Rims. In addition to being stronger than the stock hoops, the gold rims looked awful cool. Out back, a 19-inch rim replaced the stock 18-incher. A set



Cycle News





of Bridgestone M23 front and M58 rear tires handled the traction duties.

Such a racy looking machine just wouldn't be complete without a set of numbers and numberplate backing. Rather than going the usual routes, we contacted Paul Crumling of Pro Plates International. Crumling, himself a Grand National dirt tracker, specializes in making custom number plates for the roundy-rounders but has recently ventured into the motocross and off-road markets as well. With "custom" being the key word, Crumling whipped out a trick set of numbers for us, and supplied a set of numberplate backgrounds as well. The digits themselves are cut from 5mil-thick vinyl, and are covered by an additional 5mil-thick layer of clear mylar, which give them a permanent, shiny finish.

Needless to say, this is the most-extensive project bike that we have built to date, and it was almost a shame to get it dirty on the track.

But an assignment is an assignment, and the deed had to be done.

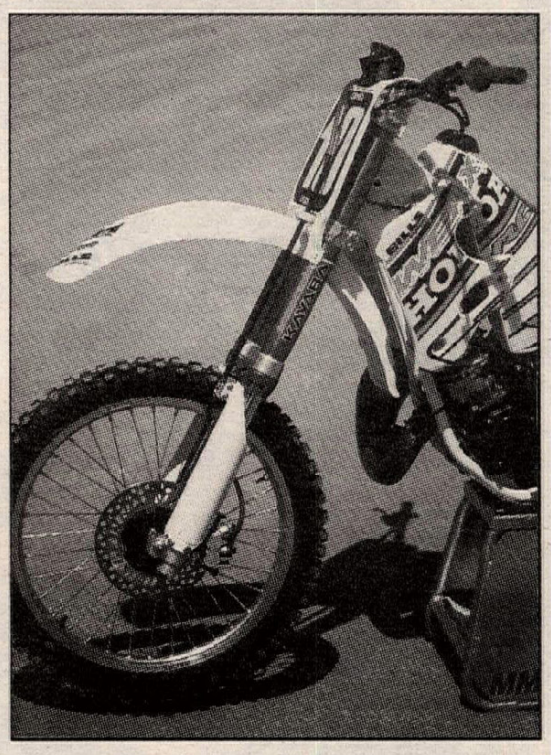
From the moment we fired up the bike, it was apparent that the CR's engine had been modified. Even without clicking the bike into gear, we could tell that the engine revved faster and higher, with greatly-improved throttle response. The tiny Bill's Pipes silencer also emitted a vicious-sounding exhaust note. The few minutes that it took to warm up the engine seemed like an eternity, as we were quite anxious to take to the track.

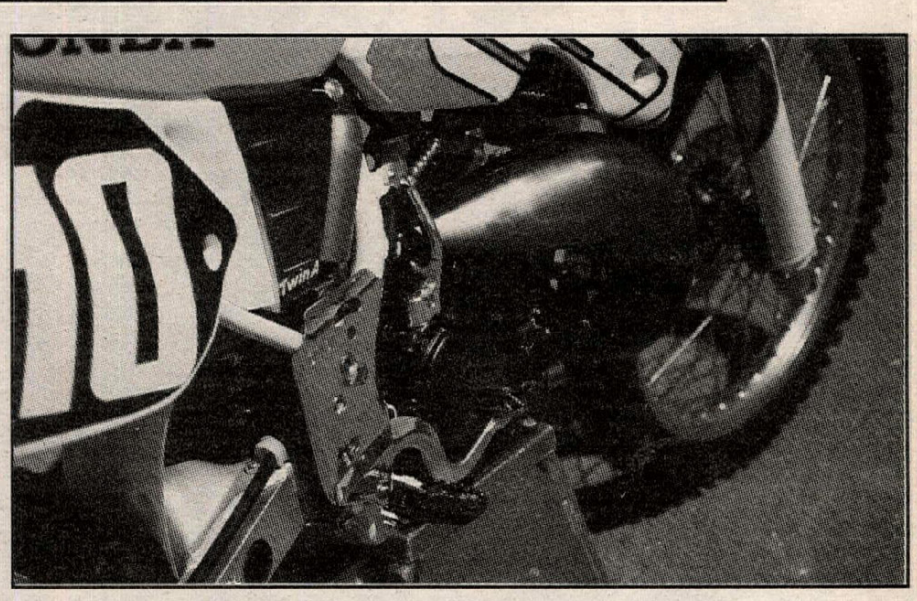
The easiest way to describe the Bill's Pipes-modified motor is as simple as this: stock Honda times two. The stock engine's strength is its broad (as broad as a 125 can be) spread of power that starts down low (as low as a 125 can) and pulls hard and strong throughout the powerband. The Bill's motor has the same manners, but - if you can believe it - it feels about twice as fast! Unlike other modified 125s that are hard to ride, the Bill's motor is as easy to keep on the pipe as the stocker, but the power output has been beefed-up throughout. Throttle response was quick and clean. There isn't a flat spot to be found, and at times, it's hard to believe that the bike is still a 125.

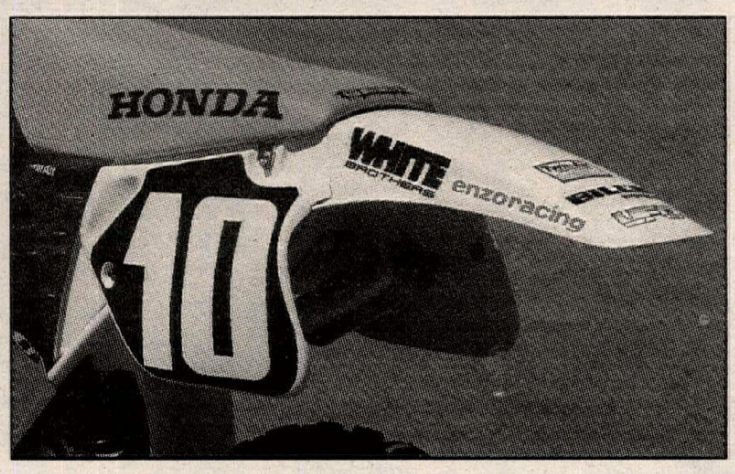
To our delight, the suspension modifications proved to be just as impressive. The Enzo-modified suspension gave the entire bike a well-balanced feel, and gone was the harshness in the fork, and the saggy rear end. When powering out of corners, the rear end stayed in the upper half of the travel, rather than squatting like the stocker did. By raising the bike's rear end, overall handling was improved - gone were the occasional swaps that a sagging rear could invite.

As for the forks, they - like the shock - rode higher in the travel and delivered a plusher feeling over small or square-edged bumps. Large hits were soaked up without a whimper, and though we were able to bottom the forks on occasion, it was never a painful affair. The gold-anodized forks added to the trick look of the bike, and drew stares and questions wherever we went.

(Above right) The AFAM Chain and Sprockets were more durable than the stock parts. (Right) The IMS footpegs were comfortable and easy on the arches of your feet. The Bill's Pipes exhaust was potent. (Below right) The Bill's Pipes silencer is tiny, yet effective. (Below) Handling was improved greatly by the Enzo Racing fork modifications.







Without a doubt, the addition of the Answer Pro Taper bars helped smooth out the shocks delivered through the rider's arms.

What can we say about the rest of the bike, except that it definitely attracts a lot of attention. From the bright yellow fenders to the shiny, polished parts, everything about the bike is trick. White Bros.' attention to detail was painful. Though they don't offer aluminum polishing services to the public, we have a hunch that with some pleading, you might get your way. With the exception of the polished DeVol frame guards, all of the polished pieces held their shine throughout many rides.

One of our test sessions was on a hard-packed, rock-strewn course that has on more than one occasion left us with flat tires and dinged-up rims. While we will be the first to admit that we can't tell the difference between the on-track feel of an 18 and 19" rear wheel, we will testify that the Excel rims are much, much stronger than stock. While the OEM Honda rims can be bent and dinged quite easily, the gold Excel loops resisted several hard hits without distortion. And they look cool, too.

Add to the package all of the nic-nacs that White Bros. added - the skid plate, Dunlopad brake pads, IMS wide pegs, Twin Air filter, etc. - and our project CR125 was quite a machine. The 1995 Honda CR125 is due to arrive at our offices any day now, but in all honesty, it's going to have to be quite a machine to get me to give up this baby... CN

Who ya' gonna call?

AFAM U.S.A.
5953 Engineer Dr.
Huntington Beach, CA 92649
800/290-9040

Answer Products
27460 Avenue Scott
Valencia, CA 91355
805/257-4411

Bill's Pipes
1167 Hamner Ave.
Norco, CA 91760
909/371-1329

Enzo Racing
17658 San Candelo
Fountain Valley, CA 92708
714/964-8010

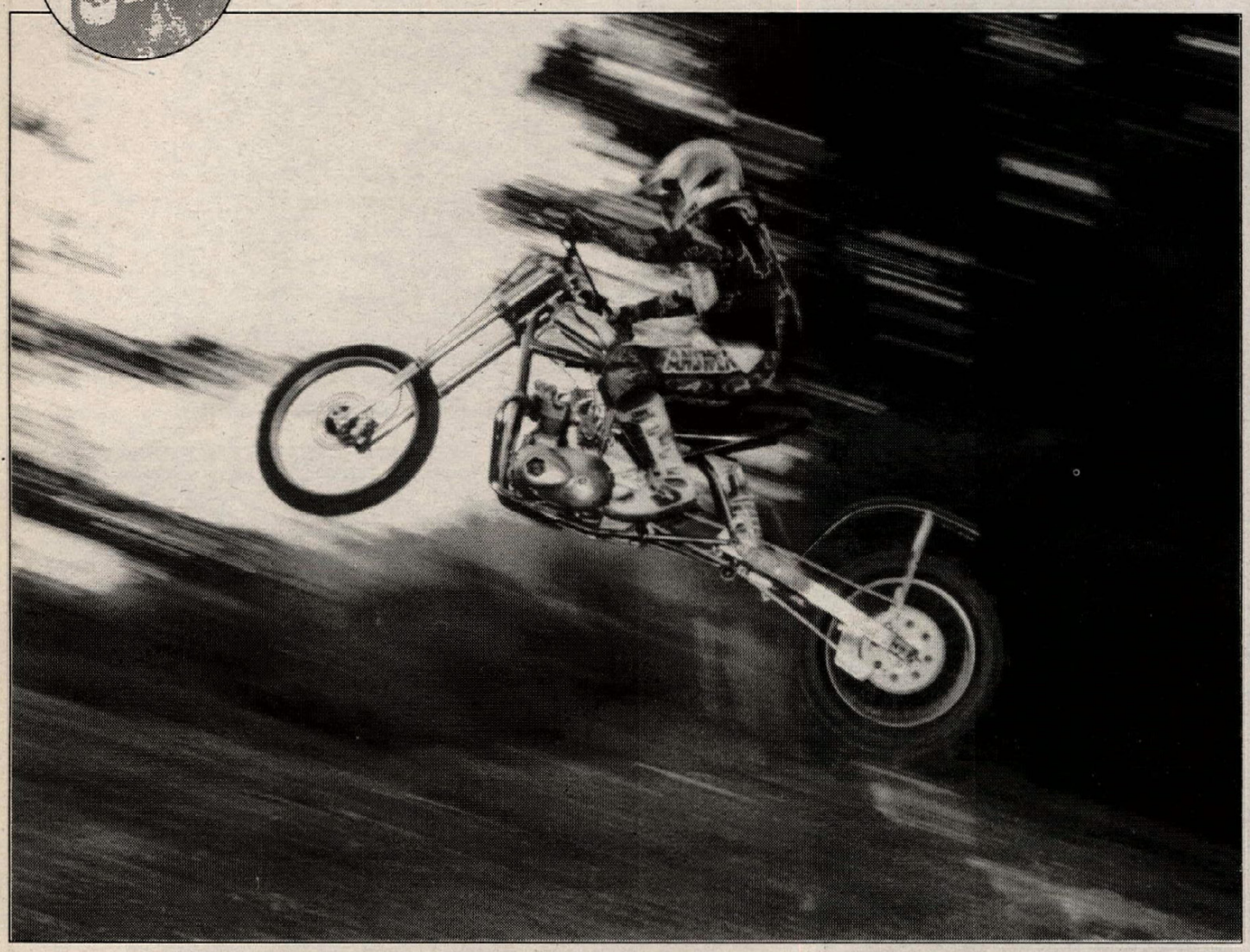
Pro Plates International
P.O. Box 911
Mt. Wolf, PA 17347
717/266-0268

White Bros.
24845 Corbit Pl.
Yorba Linda, CA 92687
714/692-3404

What they cost

Bill's head and cylinder mods	$200.00
Bill's exhaust pipe	$160.00
Bill's silencer	$64.95
Enzo Racing gold fork tubes	$400.00
Enzo Racing Fork mods	$150.00
Enzo Racing Shock Springs	$80.00
Enzo Racing Fork Springs	$75.00
Enzo Racing shock mods	$150.00
Answer Pro Taper Handlebar	$99.95
Answer Pro Taper Clamp	$149.95
AFAM Supercross Chain & Sprocket Kit	$128.95
Pro Plates Custom Numbers	ea.$2.50
Pro Plates Numberplate Backgrounds	ea.$2.50
Ceet Dyna Cover	$69.95
Devol Frame Guards	$52.99
Dunlopad Front Brake Pads	$36.95
Dunlopad Rear Brake Pads	$36.95
Excel Front Rim, Gold	$110.65
Excel Rear Rim, Gold	$115.64
IMS Wide Footpegs	$59.95
Renthal Waffle Grips	$8.95
Sun Line Gas Stop 1-Way Valve	$3.95
White Bros. Supercross Skid Plate	$59.95
UFO Factory Replica Radiator Covers	$45.95
UFO Factory Replica Fork Guards	$39.49
UFO Factory Replica Numberplate	$26.92
UFO Factory Replica Front Fender	$19.03
UFO Factory Replica Rear Fender	$23.69
Werks Tank/Shroud Graphics	$59.95
White Bros. Brake Snake	$6.95
Twin Air Filter	$24.95

Round 5: Greasy Ridge Hill



Everett, Dent do the deed - at night

By Jay A. Herndon

LOGAN, OH, JULY 30

Mickey Dent of the Gerencer Pro Hill Climb Team utilized only one blast up the Greasy Ridge Hill to set the time of the day that no one could match, thus securing his second 800cc Pro hillclimb win of the year. On the other hand, Scott Everett returned to winning form with a flawless ride on his second run in the 540cc division.

Held under the lights, the Greasy Ridge Hill lived up to its name, providing slippery conditions due to morning rains. The 260-foot hill proved to be quite the challenge due to a mushy bottom and tacky top. Greg Williams, winner of the previous round in New York, said before the event, "I think bikes are going to have a tough time getting through the first part; if you can get through that, the rest of the hill looks pretty good."

An estimated 4200 people filled the grounds before the first rider, William Hislop, gave it his best shot at the hill just before sunset. Hislop got a kick and was thrown from his Honda at the 75-foot mark. As the sun was about to disappear over the horizon, Paul Lowe put his Kawasaki over the top with a time of 7.22.55 seconds. "There's no real good line here," said Lowe. "I tried to get in a rut (and) I think I hit it."

Lowe came back to best his first ride by posting a 6.86.59.

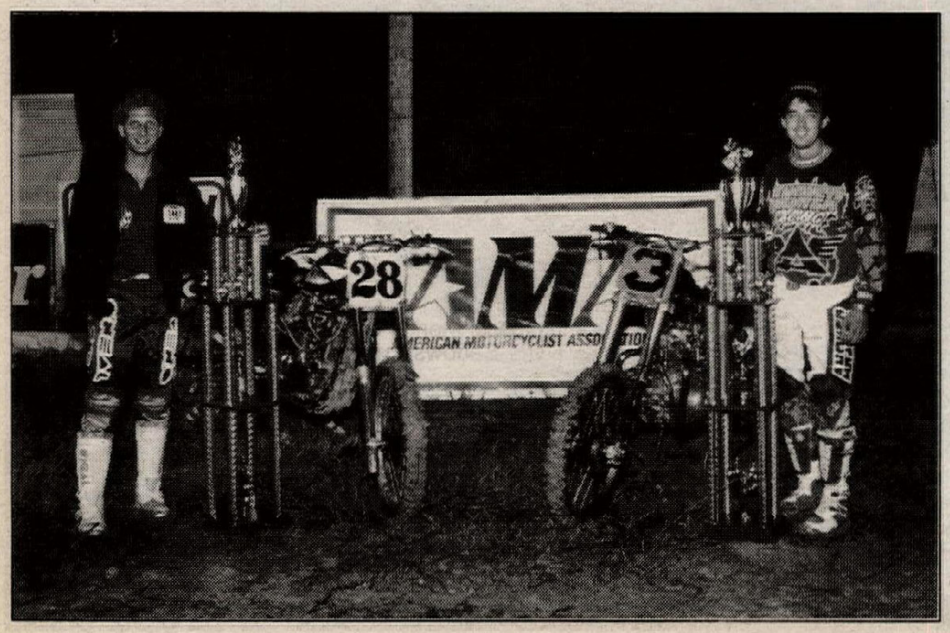
When Everett put his new Triumph in the box, he found himself having to make a quick exit and use a 10-minute return to get a mechanical problem worked out. He returned with an aggressive attack on the hill, only to get a bounce as he landed coming off the jump at the 150-foot mark. Thirty-five feet later he was ejected off his bike.

Everett came back in the second round with a vengeance and turned in a near-perfect run up the hill, stopping the clock at 6.65.41.

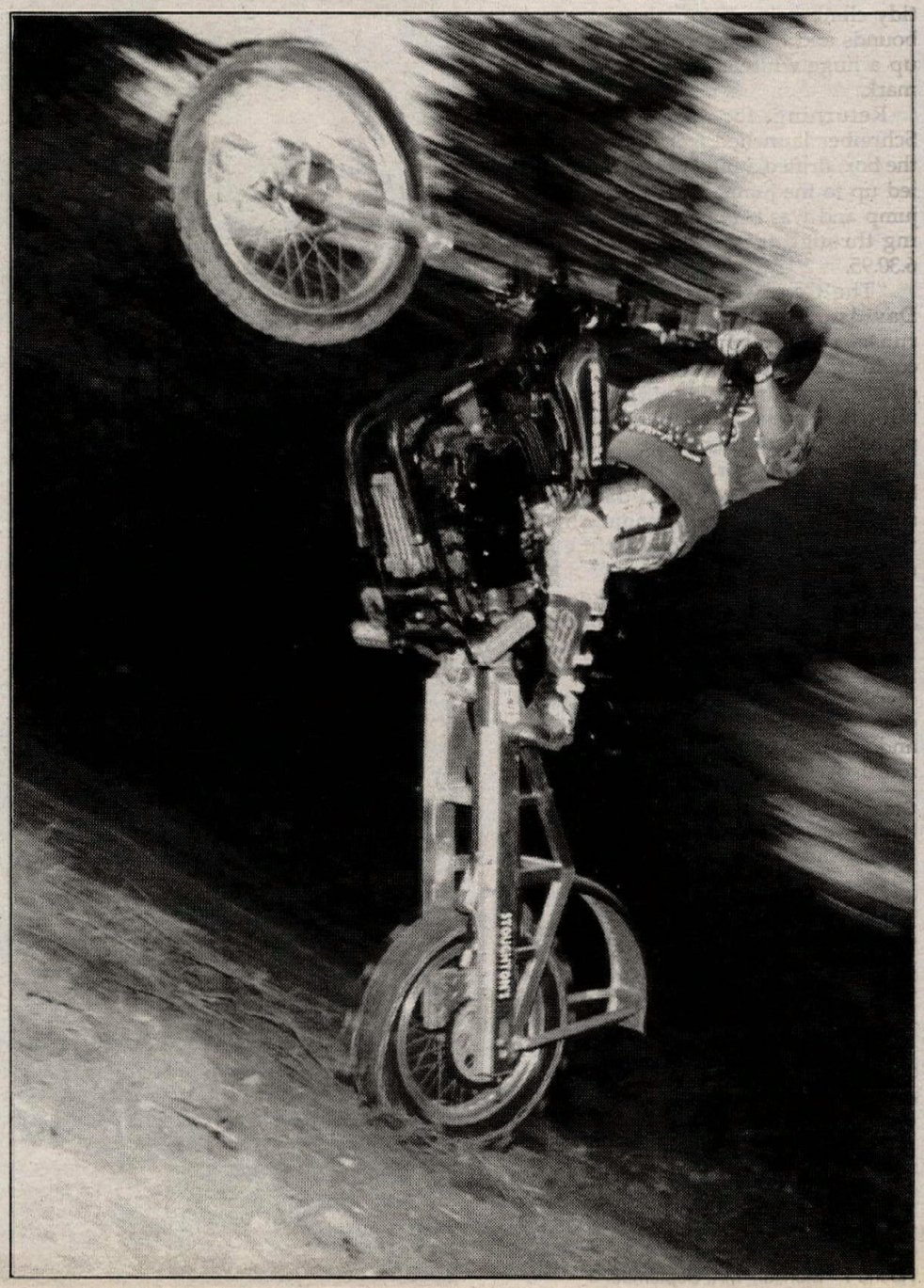
"When we showed up here and looked up the hill, I said to myself that this hill is gonna take horsepower to climb," said Everett. "Then you say to yourself that you better have your suspension in order, too. I had a big smile on my face 'cause I have both.

"I've never seen a night hillclimb before and I obviously like it," added the Slicks Motorcycle Shop-backed rider.

(Left) As the sun sets, Scott Everett leaps up the Greasy Ridge Hill at the Pro Hillclimb Association night National. Everett won the 540cc class.
(Below) Jason Petty pushes the limit on his big Kawasaki; he ended up sixth in the 540cc class.



(Below) Mickey Dent (left), winner of the 800cc division, and Everett display their huge trophies afterwards.



His second climb was enough to take the 540cc class win.

Canada's Ted Wilkins was Everett's nearest competitor. Wilkins turned in a 6.67.47 effort on his first try up the hill but exited the box with a fishtail extravaganza on his second effort, using body language to gain control of his Rotax. All this resulted in a slower time, but his first-run time would stand, giving second overall.

"Coming off the line, as soon as I gassed it, it went sideways (and) all over the place," said Wilkins. "It was a fun ride! I was just in a panic; I choked under pressure."

The flood lights were in full bloom by the time the 800cc class took to the hill. Dent was the man of the hour as he motored his Gerencer-powered Harley away from the center of the box. As he wheelied to the 150-foot mark Dent drifted left a little, got some air, and landed straight with the throttled pinned. He came dangerously close to the boundary line but straightened out his big Harley, finishing with a huge rooster tail as he crested the top with a super-quick 6.08.90 time. His time went unmatched, resulting in his second Pro win of the year.

"Coming into this race, I wanted to dedicate it to my mom, as she's in the hospital in North Carolina," said Dent. "As I was sittin' on the log (starting box) I said, 'Mom, this one's for you!' I dropped the hammer and I had a good straight ride. I'm proud to be riding one of Louis Gerencer's Harley-Davidsons."

Finishing second to Dent was his teammate Harry Schreiber.

On his first attempt, Schreiber had a tidy climb going before drifting out of bounds and hitting a chalk bag, kicking up a huge white cloud at the 160-foot mark.

Returning for his second run, Schreiber launched from the center of the box, drifted a little right, then wheelied up to the jump. He floated over the jump and was back onto the nitro, sailing through the timing lights with a 6.30.95.

"The Gerencer-prepared Harley-Davidson has a lot of snot, it really runs," said a happy Schreiber. "This could be a yearly trend, having this hillclimb on Saturday night. I'm pleased with the results and outcome. We'll probably do it again next year."

Jimmy Dingee ran a hard first run, but the event referee ruled that he had stepped out over the boundary line at the 192-foot mark and his time was erased.

In his last run, Dingee kept his Harley-Davidson straight this time, stopping the clocks at 6.32.09, which was good enough for third.

After bailing off at the 75-foot marker on his first try, Gary Miller came back and clicked off a 6.37.43, earning him fourth overall. CN

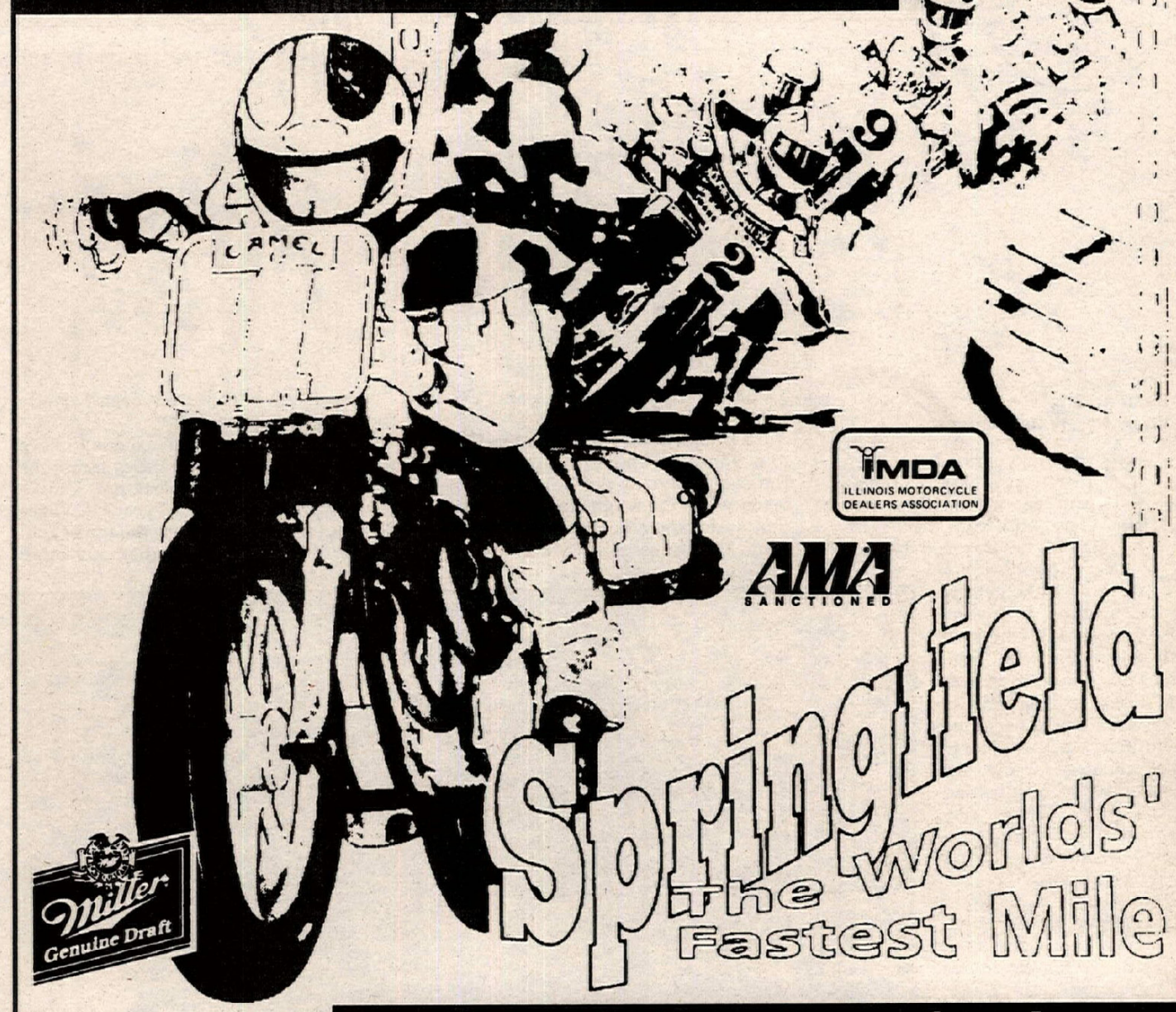
Greasy Ridge Hill
Haydenville, Ohio
Results: July 30, 1994

540: 1. Scott Everett (Tri); 2. Ted Wilkens (Rtx); 3. Paul Lowe (Kaw); 4. Paul Pinsonnalt (Hon); 5. Mike Pulver (Hon); 6. Jason Petty (Kaw); 7. Steve Patrick (Yam); 8. David Watson (Yam); 9. Ernie Pellin (Hon); 10. Alan Hoskins (Hon); 11. Scott McNeely (Hon); 12. James Zucco (Kaw); 13. Ralph Kreelier (Tri); 14. Kevin Zucco (Kaw); 15. Paul Gerrey (Hon); 16. Rick Sotor (BSA); 17. Roger McNeely (Yam); 18. John Hislop (BSA); 19. Bill Hislop (Hon); 20. Bob Hawk (BSA).

800: 1. Mickey Dent (H-D); 2. Harry Schreiber (H-D); 3. Jimmy Dingee (H-D); 4. Gary Miller (Kaw); 5. Greg Williams (Hon); 6. Rodney Williams (H-D); 7. Bob Castledine (H-D); 8. Tim Frazier (BSA); 9. Dan Watson (Yam); 10. Charles Casey (Yam); 11. Rodney Smith (BSA); 12. Tom Reiser (H-D); 13. Randy Gabriel (H-E); 14. Lou Gerencer Jr. (H-D); 15. Glen Petty (Tri); 16. Wallace Fowler (Suz); 17. Bruce Ramsey (Hon); 18. Jeff Boggs (Hon).

Upcoming rounds
Round 6 - Norton Shores, MI, August 7
Round 7 - Monson, MA, September 9

SPRINGFIELD MILE SUPER LABOR DAY



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Round #2 - PHOENIX ARIZONA

(#251) Tape 1 - Superbike...Fast by Ferracci Ducati's Troy Corser shows outstanding form against teammate Pascal Picotte in his first race at the Phoenix International Raceway. On a track he had never seen, former AMA and World Superbike champion Fred Merkel showed up and handled this Phoenix race like a veteran, passing riders in classic Merkel style on his Muzzy Kawasaki. Other top riders like Colin Edwards II, Jamie James, Dave Sadowski and Steve Crevier also turned in solid performances.

Tape 2 - 250cc GP/600cc & 700cc Supersport/H-D TwinSports/EBC Team Challenge...The second tape covers all the best race action from the other exciting classes at Phoenix. Includes ferocious action in the 600cc and 750cc Supersport events.

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Legendary drag racer,

By Dean Adams
Photo by Henny Ray Abrams

For four years I have been pursuing Terry Vance to undergo a lengthy interview, and from the beginning his has shunned the very idea. "You'll just ask me how I like getting my ass handed to me by those Kawasakis," he said with a grin back in 1990. "And I don't want to answer that." Later, his business and the death of one of his gifted riders, Larry Schwarzbach, stalled my quest for answers. Thankfully, the man behind Vance & Hines Yamaha finally warmed to the idea - as long as the questions didn't involve his personal life.

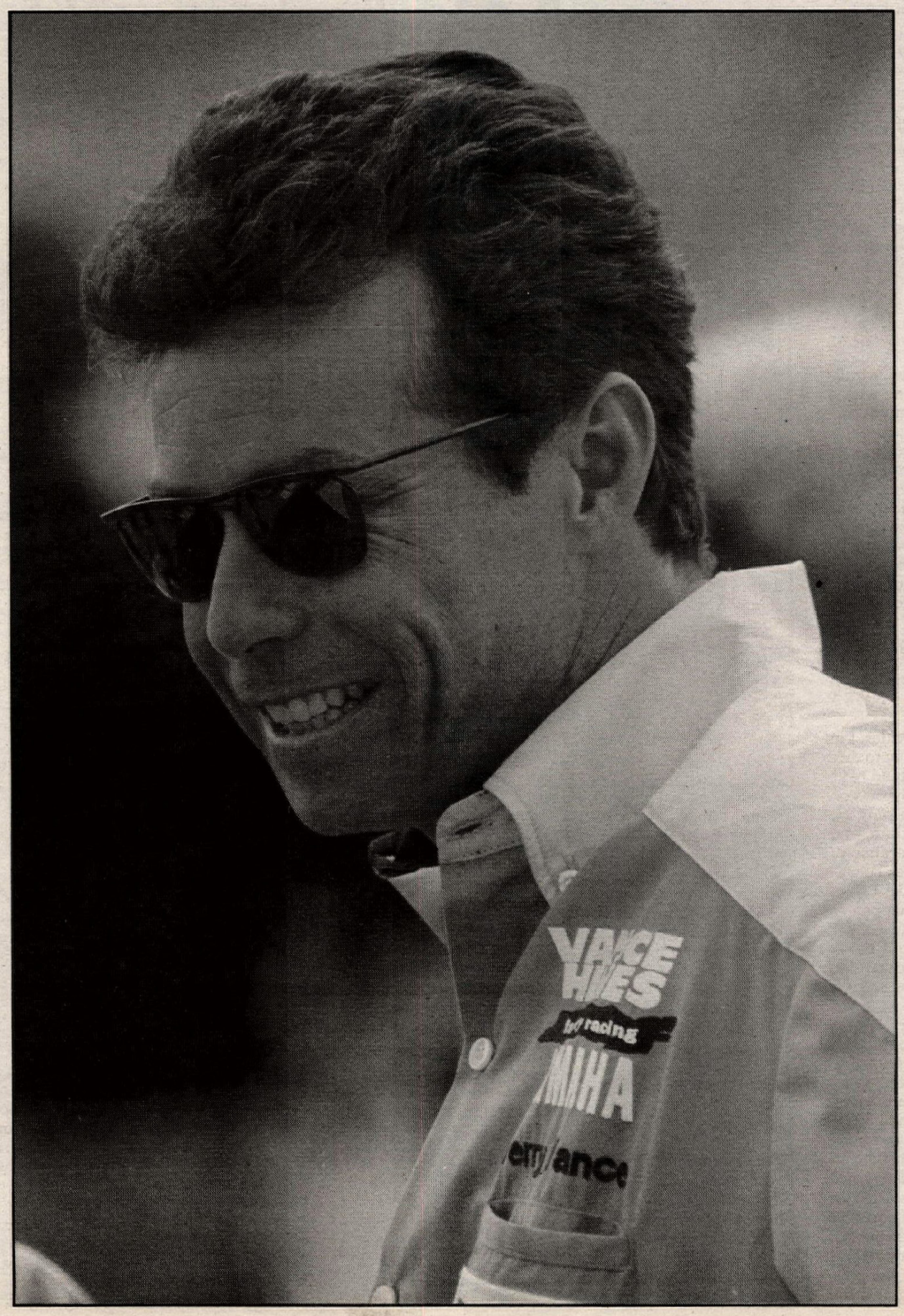
Vance had done a good job of keeping his personal life exactly that - personal. Very little is known about the non-racing Terry Vance. He's a devoted family man, his religion is important to him, and he owns a house in Utah. That's it.

Professionally, we know more. According to lore, multi-millionaire Vance came from very modest beginnings. Fresh out of high school, he learned how to drag race a motorcycle - with incredible success. While working for drag racing pioneer Russ Collins, Vance met a quiet man with the ability to coax engines into producing incredible amounts of horsepower. That meeting with Byron Hines was the start of something big. The two became friends while forming a business partnership that has propelled them from a humble beginning to present-day success. The days when the two could barely afford to pay the basic bills are long gone - Vance & Hines can't ship exhaust systems fast enough to meet demand. In the cut-throat world of aftermarket motorcycle products, Vance has made himself into a player. Like most, Vance has his detractors, but they will not depreciate his abilities as a businessman nor do they not respect him.

His larger-than-life competitiveness as a multi-time NHRA drag racing champion easily lent itself to his full-time post-racing job as the point man at Vance & Hines Racing. He is the very hands-on owner of a successful Superbike team that currently fields factory Yamahas for Jamie James and Colin Edwards II.

In preparation for this interview, I told Vance I wanted to ask him about the early days of the Vance & Hines team, when the magnificent Mike Baldwin and Randy Renfrow rode for the team. He dismissed historical questions immediately. "That's the past. Nobody cares about that stuff."

He obviously had an agenda to have his voice heard on the issues facing the AMA Pro Racing department. Unlike many pretenders, the 40-year-old Vance carries more weight with the upper echelon of AMA directors than any other team owner, or perhaps any other person involved in AMA road racing.



You have never really revealed the behind-the-scenes things that happened when you switched your superbike team liaison from Suzuki to Yamaha.

Well, I didn't just high-tail it out of there at Suzuki and run to Yamaha. Our company was in a position that we had reached the arc of our rainbow and we needed to expand into the road racing market. We knew that we needed to have an alignment with a manufacturer to do that because all the guys who are winning the races are factory aligned. I had a two-year contract with Suzuki just for endorsements, promotional activities and other things.

I went to Mr. Shiganoya and explained to him that - through Yamaha - I had an opportunity to involve Vance & Hines in the road racing side of the business and to do that I needed to get out of my contract. He was very good to me, as he was to me throughout my 10-year relationship with Suzuki. He understood where I was coming from, and he knew that with the Yoshimura alignment they had that Suzuki needed to be loyal to Yoshimura. He knew they would not be able to give me the support I needed for the road racing program, and he allowed me to get out of my contract with Suzuki. That enabled me to enter into the contract with Yamaha in the fall of 1989. Really, Vance & Hines owes a lot to Suzuki for putting us on the map, in being involved with them from the very beginning. But also for being gracious enough to allow us to be involved with Yamaha in the road racing program.

Since you began your association with Yamaha, you have whittled away at your NHRA drag racing program to the point that, in 1994, you're subbing it out to Ward Performance and have a limited presence in NHRA racing. Are you phasing that segment of Vance & Hines out?

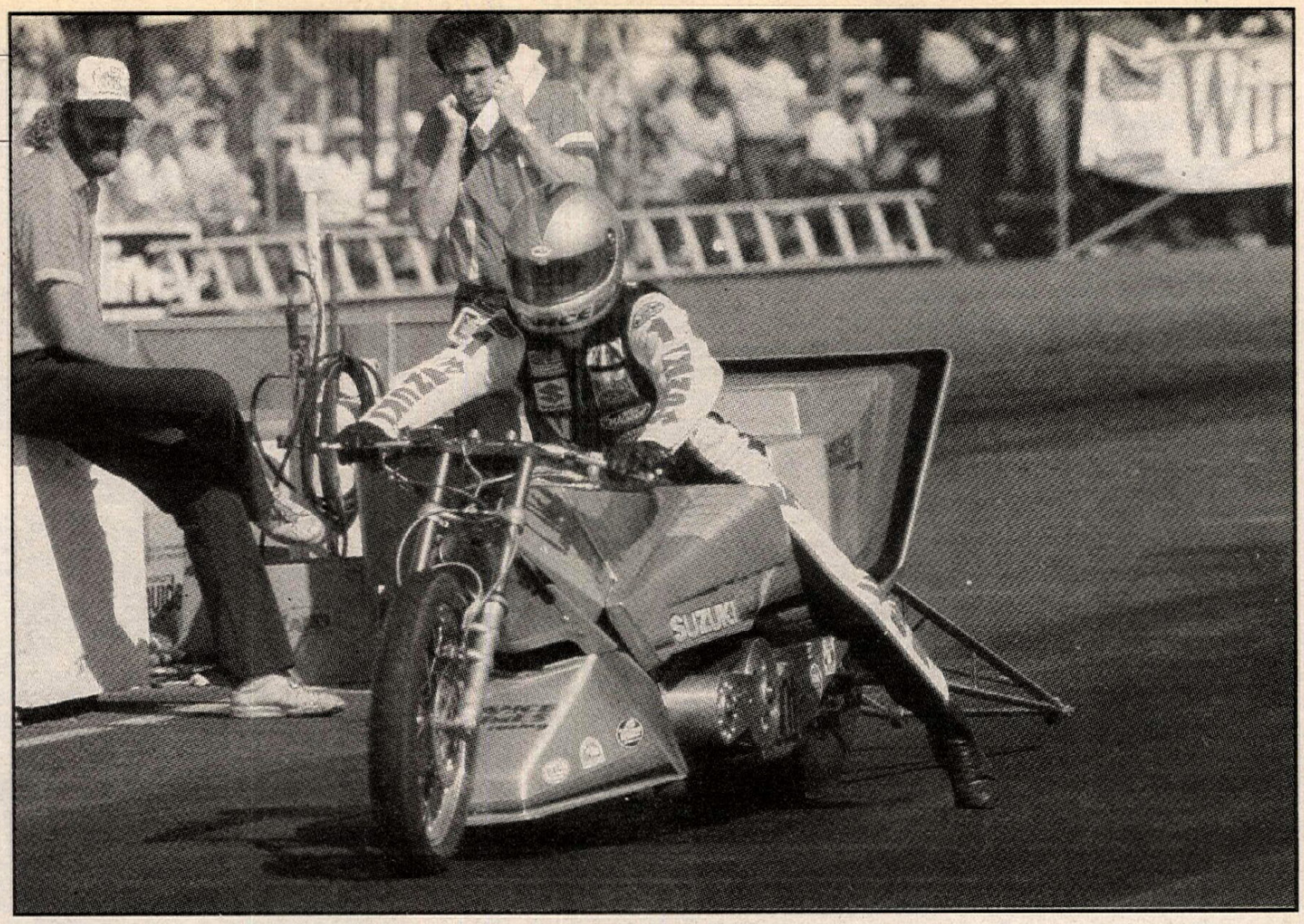
Drag racing is basically the roots of where Byron and I came from and, believe me, the last thing I ever want to do is exit drag racing on a permanent scale. It's just that we thought we had sat-

urated the drag racing market to the point where we couldn't do much, promotion-wise, to increase sales by winning another race. So we thought road racing would be a good venue for that and a position for expansion for our company.

We aligned ourselves with Dave Schultz right after I retired to keep our name in front of the people at the drag race level. That worked out wonderfully as Dave won the championship in every organization and things went really well.

And then, once I got signed with Yamaha, after a couple of years they were feeling good about our relationship, they were in a position to trust us when we said that we would do something, so we decided to build the Yamaha Pro Stock motorcycle that Byron would ride. That worked out to be a really good program, too. A problem was that the FJ1200, as you know, was being phased out, so it kind of left that program with nowhere to go. You never know for the future because there might be something that would include us and drag racing again.

You were an enthusiastic spectator in Byron's racing. I understand that when



contemporary team owner

you couldn't attend a race you would have someone stand by the line with a cellular phone while Byron made his runs so you could hear it.

Yeah that's true. I really wanted to be as supportive as I could for Byron in the NHRA level. The problem was, to be perfectly honest, my enthusiasm was one thing but the commitment we could give him from the company was another. We had every avenue basically tapped and Byron really did not get the support he needed from the company internally. That was because we were being stretched so thin trying to do a road racing program and a drag racing program. It was a good program, Byron had a lot of fun, he won the NHRA event at Topeka.

I think Byron is a excellent rider. I'm frankly quite happy I didn't have to race against him myself, the place could have been called Hines and Hines! Byron's on to some new things and he's helping me out with the road racing program, and things are going smoother because of that. He's not quite as stressed as he was (when he was racing). And, like I said, you never know what might happen as far as our drag racing program.

You retired as a champion and never made another run. Congratulations, you're one of about five guys at your level to ever do that.

I like to think that my racing is just a portion of my career and kind of a means to an end. We knew from the very beginning that we wanted to be racers and to gain respect from our racing and winning. But we also had a bigger plan, and that was to have our business be in a very dominant position in the motorcycle market. Fortunately, we have achieved that. As that started to happen it was apparent that I couldn't do both successfully and give them both 100%. So I decided in 1988 to retire and that's what I did. I don't miss the politics of the racing, the nagging and the crying that comes with it from other racers. But I do miss the sheer fun of riding a motorcycle to the envelope of performance. That's a lot of fun and I miss it, but I don't miss what else went along with it. Fortunately, my business has kept me very busy and, to be honest with you, I've always been a road race fan and that's why I love being in the road racing side of it so much. I really am a fan, I'm just fortunate enough to own a company that has a team that competes at the top level.

Someone could look at your career and see quite a few similarities between yourself and drag racing king-pin Kenny Bernstein. Do you agree with that?

I think so. I think that a lot of the stuff Kenny did was very impressive. He was the first guy to have a big rig on the NHRA tour and the first one to have a major sponsor and to do a lot of professional things at that level. There are a number of guys who have done that kind of stuff. I don't think that I could put a scratch into what Kenny's accomplished with the three teams he has going now - NASCAR, NHRA and Indy. He's got a lot of stuff happening. His thing is total promotion, our thing is total involvement for promotion for our business and things that are related with it. What Kenny has done is very impressive.

Let's move on to road racing. You actually road raced a few times didn't you?

It was a painful sight. I was very poor at it and it scared me to death. It was very easy to get out of real quick because I definitely didn't have the talent for it, nor the patience. I try very hard to forget my road racing career - it's not a good memory.

But you were always the guy with the holeshot leading into turn one...

Yeah, I was definitely that, but after one they went by me so fast it sucked my helmet off! It wasn't a fun experience after turn one.

You've been critical of the AMA in regard to the superbike rules which you feel favor the V-twin Ducati. Now that Colin Edwards has won the last two AMA Superbike Nationals, has your opinion changed?

I think that the Ducatis are a little short on spare parts and their performance is not what it has been in the early part of the season. I think we've picked up a little bit, but I don't think we've closed the gap as much as we'd like to. As far as the last two races at Mid-Ohio and Brainerd, Mid-Ohio wasn't a real good example because the Ducatis didn't finish so there's no telling what would have happened there. At Brainerd, if that is the kind of racing that's going to come in the next year or so, then I'd say the rules are pretty close.

My criticism has been toward the AMA. I think they should have acted sooner and faster, and it's their responsibility as a sanctioning body to make sure the racing is competitive. When it's not, they have to take action. No matter who they have to step on. Whether it's me, the Muzzy team, the Commonwealth team, whatever they have to do to make it competitive - that's what they have to do. I think they're moving in that direction. The weight change was a move in the right direction - and fortunately they made it. In years past, I think they may have passed on it.

Have the Yamahas made a major jump forward, or is what we've seen in the last two races more just the skills of Colin Edwards?

I think it's a combination of both. I think Colin has gained his confidence. I think he had a little bit of a struggle there because the bike wasn't prepared as good as it could have been up to a certain point. He didn't really gain momentum. A rider, just like anything else, he has to have momentum going into the next race. If he's had a problem - a mechanical failure or he's fallen off - that takes away a little of that momentum and it takes him a couple of races to get going. That's why you see guys win one, and then win two or three. They have that momentum. I think Colin's gained that kinetic energy and I think it will be real interesting to see what happens from now on.

Are you confident that Colin will be back with Vance & Hines Yamaha next year?

His contract is up this year. He's at the end of a two-year contract, and I hope that he's going to be back. I'm sure that there will be a lot of players at his dance, so we'll just have to wait and see. I think if Colin looks around he'll see that the Vance & Hines Yamaha guys have done everything they can to give him the best equipment. As a rider you have to take that into consideration as much as you do with monetary support. I think it's just a decision that Colin will have to arrive at, and I'm sure we're going to be in a position to want him back.

There were quiet whispers towards the end of last season that Yamaha was considering pulling out of road racing altogether because of the unfair advantage of the Ducatis.

The problem is that at our level, we're the people that follow racing and work on the teams in the racing departments - we're hard-core. We're not just going to grab our lunch pail and go home, we're going to stay involved and do the best that we can. But the decisions to spend the millions of dollars on racing doesn't come from guys like us, it comes from the top managers. And when they call in the people from the racing departments and ask, why aren't you winning? And they say, 'well, because the rules aren't fair,' and the Japanese say, 'get the rules changed' and the people say, 'we can't,' then the management at one of the Japanese firms decides that they are going to exit this racing situation and

everybody loses. That's really the problem. I don't think the AMA wants that to happen, but the longer they are reluctant to make a change and make it an equal playing field, the more chance there is of that happening.

What in your opinion needs to be done?

I think that one of the problems is that the AMA is very sensitive to hurting Harley-Davidson because they are a twin-cylinder motorcycle. My suggestion to the AMA, along with probably a few other people, is that they should evaluate the Ducatis based upon their performance. They need to have rule based on the Desmo valve, something that makes the Ducati exclusive. I think the AMA got in trouble when they homologated the bike that (Eraldo) Ferracci races now, and I think they know that - but I think it's water under the bridge because the 916 is going to get up to that level sooner or later anyway. With that being the case, I think that they need to be real specific, they need to be very NASCAR oriented and if there is somebody dominating they should look at it very hard, fix the problem and make it competitive for everyone. If you have a rider that is excellent and he's making that happen, I would agree - but when Dave Sadowski can rent a Ducati and run at the front with the factory guys, it's a good indication that the rules are not at a level playing field. As you saw at Road America, Dave actually drafted by and passed Fred Merkel on the straightaway.

You were quite concerned at Road America about the 22 bikes on the superbike grid.

I'm very concerned. See that's one of the problems, it's a double-edged sword. If you take away the advantage of the Ducatis, some of the privateers lose their advantage to run up front and can't get the backing. So it's a very hard thing that the AMA has to be involved in, but I think they have been spending way too much time on classes that are not as important as superbike. I think they need to fatten-up the purses and give the teams that are involved in superbike racing more money for just appearing. Again, that's a situation where the sanctioning body should be the leader and not just a follower. I think the AMA needs to be in position so they can look at it on a big picture. I think they are now starting to do that, and I really do have a good feeling about the future. I think it looks very good.

Expand on your thoughts on AMA Superbike purses.

It is frustrating when you see a venue packed with spectators, and the track profiting from what's going on, and the purses are so low it's embarrassing. But at the same time you have to understand that a lot of these promoters have been cultivating events for a number of years and the reason why they are now making money is because they did a good job. So if they can get away from paying purses while making the facilities better, and make it so the spectators have a better time, that's important too. I definitely wouldn't want to be in the promoters position, or the AMA's, to tell the truth - they're both very hard positions. They're ones that are always in flux and you have to always make the right balance.

I think the future of AMA racing is one of the brightest sports in America, in motorsports. I think we have a very low-cost racing program that they can put on television and sell to a major sponsor at a low cost and get good exposure. I think the racing is excellent, it has never been better. The last two seasons of AMA road racing have been the best it has ever been. If they can just hook it up with a major sponsor and make it go right I think it is really going to take off. I see some people now running superbikes and I think we'll see some running them in the future who haven't in the past. I think you're seeing some major competition, people saying, 'hey, I need to be in that position.' You look at the exposure that superbikes get compared to any other kind of racing in the United States. I think they are doing probably the best that there is in motorcycling.

Roger Edmonson will soon exit AMA racing. What's your opinion on that situation?

I'm sorry to see Roger go because I think he has done a lot of great things for road racing in the United States. He has very many critics, but I do not see any critics that he has that are doing it themselves. I think that Roger has done a great job. There are people who do not agree on what he has done, but you have to think that this sport has grown a lot since he became involved - so he must have had some hand in that. He organizes a race well, he runs a race well, better than anybody, and nobody can take that away from him. The internal relations between he and the AMA, I don't want to comment on because that is something that has happened between he and the AMA. I'm sorry he cannot remain a part of the picture long-term.

Edmondson has also introduced us to a style of racing where the AMA weekend incorporates a multitude of classes on a given weekend. Would that continue if you were in charge?

No. I think there are way too many classes on Sunday. I think it should be a three-race affair on Sunday, and I think the AMA is looking toward that in the future. I think that they need to make bigger stars out of the superbike guys. When they do that they are going to find that people go to a NASCAR race to watch Waltrip race Earnhardt and they need the same thing at the AMA level - James racing Merkel, or Picotte racing Edwards. They need to make those guys bigger names, more well known so there is more recognition as to who is actually on the seats. That's why Jamie James is such a great rider - he's in a position where people know who he is, he treats them well, they're appreciative of that, and I'd say that he has the biggest fan following of any rider in the States.

A three-race program for Sunday would more than likely make for a much longer superbike race, likely incorporating a pit stop. Correct?

I know there is some talk about that. I don't know the ins and outs of it, but if that's what has to happen...I think the AMA has to take a position of we can't do what everybody wants us to do - we have to do what makes the fans happier. I think the Saturday program is pretty weak and the Sunday program is way too congested. That's just my opinion, I'm not a promoter or a sanctioning body, they are the ones who are going to have to make those decisions. Hopefully, they make the right one.

Also, I think the AMA needs to get more races. Ten races isn't enough and they need to develop programs in more metropolitan areas, and I think they're working on that. That's something that they're going to have to get an idea for.

Vance & Hines Yamaha does not have a machine in the Unlimited Team Challenge class. Do you see a time when you might?

I don't think so. Our plate is pretty full right now with the superbike and supersport program. I don't see my team taking on any more responsibility. We're having a hard enough time being as competitive as we are right now. We're very proud of the fact that our Yamahas run at the front and we want to keep it that way.

In the midst of rider shopping have you ever considered Pascal Picotte?

Yeah, I think we took a look at him a couple of years ago, but he was tied up with Ferracci long term so we moved on from that. Pascal is kind of a strange one for me. I think with the confidence of winning now, he could be a very dominant figure - if the rules don't change for the Ducati. He seems to be such a nice guy it's hard to believe that he could be so competitive. He can run at the front, but I'll tell you he has a little trouble maintaining his focus when he's leading. But I think, on those Ducatis, he's a front-runner.

I'm wondering if an individual riding a Ducati would actually have his rider rating lowered because the machine is so good?

I think for the record the thing to say is that if there is anybody riding a Ducati at this stage right now, I think they are going to look like a better rider than they would on a Japanese bike. I think that's obvious. Everybody thought Doug Polen was this superstar of the last hundred years, and Doug's a great rider, but when he left I think it's obvious the Ducati had something to do with him running up front all the time.

This series is kind of evolving into one predominately raced by older riders: Fred Merkel, Dale Quarterley, Thomas Stevens and James. Speaking of Jamie how much longer do you expect him to race?

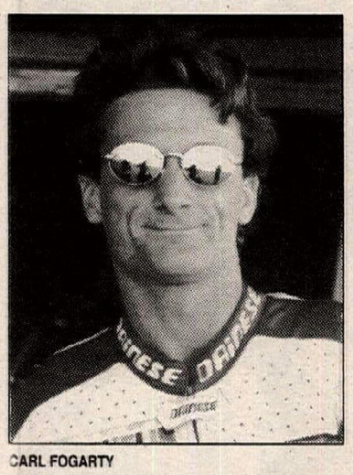
I think Jamie is one of the most underrated stocks in the exchange. He's got everything that a rider needs: the bulldog attitude, the right personality - he interacts with the teams and the fans well - he's kind of the perfect well-rounded guy. I am really, really happy that he's coming into his own now, and I think if he were riding a Ducati there wouldn't be anybody else on the podium but him. I don't think Jamie is anywhere near the end of his career. I think he has quite a few seasons left in him. He's very savvy, and he's got the ability to run up front. He's got the ability and the desire. When you have all those things, experience is a hard thing not to evaluate into your equation.

Will James be back with Vance & Hines Yamaha next season?

Jamie is also at the end of a two-year contract. As far as Jamie is concerned, I would say that there is probably nobody in the paddock who has given more of an effort. It's very nice to see him being so close in these championships at the end of the year and running so well. I think he's a little frustrated right now from not winning a superbike race this year, because he's been right there at a bunch of them. I think he's about ready to punch through, and he's got a good chance at Sears Point, or probably even more so at Road Atlanta. He's really familiar with that track and rides very well there. I hope we have both the guys back. They're a great team, they've never had any problems between them. The organization is working very well and I would just like to continue that along with our engine development. CN

1994 Championship point standings

LEADERBOARD



CARL FOGARTY

ROAD RACING

500cc WORLD CHAMPIONSHIP (After 9 of 14 rounds)

1. Michael Doohan (Hon), AUSTRALIA	(231/7 wins)
2. Kevin Schwantz (Suz), AUSTIN, TX	(160/2 wins)
3. John Kocinski (Cag), MODESTO, CA	(120/1 win)
4. Alberto Puig (Hon), SPAIN	(112)
5. Alex Criville (Hon), SPAIN	(109)
6. Alex Barros (Suz), BRAZIL	(100)
7. Luca Cadalora (Yam), ITALY	(98)
8. Shinichi Itoh (Hon), JAPAN	(95)
9. Doug Chandler (Cag), SALINAS, CA	(59)
10. Niall Mackenzie (Yam), SCOTLAND	(43)

250cc WORLD CHAMPIONSHIP (After 10 of 14 rounds)

1. Loris Capirossi (Hon), ITALY	(168/4 wins)
2. Tadayuki Okada (Hon), JAPAN	(152/1 win)
3. Max Biaggi (Apr), ITALY	(144/3 wins)
4. Doriano Romboni (Hon), ITALY	(129)
5. Ralf Waldmann (Hon), GERMANY	(114/1win)
6. J.P. Ruggia (Apr), FRANCE	(110/1 win)
7. Jean-Michel Bayle (Apr),.FRANCE	(78)
8. Luis d'Antin (Hon), SPAIN	(74)
9. Nobuatsu Aoki (Hon), JAPAN	(71)
10. Tetsuya Harada (Yam), JAPAN	(66)

125cc WORLD CHAMPIONSHIP (After 10 of 16 rounds)

1. Kazuto Sakata (Apr), JAPAN	(183/2 wins)
2. Noburo Ueda (Hon), JAPAN	(137/3 wins)
3. Takeshi Tsujimura (Hon), JAPAN	(132/2 wins)
4. Peter Oettl (Apr), GERMANY	(121)
5. Dirk Raudies (Hon), GERMANY	(110/2 wins)
6. Jorge Martinez (Yam), SPAIN	(86)
7. Herri Torrontegui (Apr), SPAIN	(73)
8. Masaki Tokudome (Hon), JAPAN	(64)
9. Garry McCoy (Apr), AUSTRALIA	(56)
10. Akira Saito (Hon), JAPAN	(51)

WORLD SUPERBIKE CHAMPIONSHIP (After 5 of 16 rounds)

1.Carl Fogarty (Duc), ENGLAND	(128/4 wins)
2. Scott Russell (Kaw), ATLANTA, GA	(118/4 wins)
3. Aaron Slight (Hon), NEW ZEALAND	(105)
4. Doug Polen (Hon), DENTON, TX	(97)
5. Giancarlo Falappa (Duc), ITALY	(76/1 win)
6. Simon Crafar (Hon), NEW ZEALAND	(75)
7. Andreas Meklau (Duc), AUSTRIA	(74)
8. Terry Rymer (Kaw), ENGLAND	(59)
9. Fabrizio Pirovano (Duc), ITALY	(57)
10. Piergiorgio Bontempi (Kaw), ITALY	(54)

AMA U.S. SUPERBIKE NAT'L C'SHIP (After 8 of 10 rounds)

1. Troy Corser (Duc), AUSTRALIA	(236/3 wins)
2. Jamie James (Yam), ASHEVILLE, NC	(218)
3. Takahiro Sohwa (Kaw), JAPAN	(205)
4. Steve Crevier (Kaw), CANADA	(202)
5. Pascal Picotte (Duc), CANADA	(181/2 wins)
6. Dale Quarterley (Kaw), WESTFIELD, MA	(173)
Colin Edwards (Yasm), CONROE, TX	(173/2 wins)
8. Mike Smith (Hon), ROSWELL, GA	(156)
9. Fred Merkel (Kaw), STOCKTON, CA	(152)
10. Thomas Stevens (Suz), SANIBEL, FL	(143)

AMA 250cc GRAND PRIX SERIES (After 8 of 10 rounds)

1. Rich Oliver (Yam), FRESNO, CA	(251//6 wins)
2. Danny Walker (Yam), DENVER, CO	(202)
3. Chuck Sorenson (Apr), LIVERMORE, CA	(199/1 win)
4. Nick Ienatsch (Yam), LOS ANGELES, CA	(195)
5. Chris D'Aluisio (Apr), BETHEL, CT	(181)
6. Al Salaverria (Yam), SAN FRANCISCO, CA	(179)
7. Mike Sullivan (Yam), CENTRALIA, WA	(168)
8. Jason Paden (Yam), VALLEJO, CA	(150)
9. Christopher Rankin (Yam), AUSTIN, TX	(127)
10. Donald Hough (Yam), BOULDER, CO	(126)

AMA/CCS 600cc SUPERSPORT SERIES (After 8 of 10 rounds)

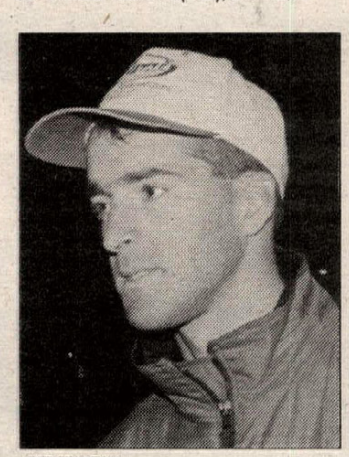
1. Mike Smith (Hon), ROSWELL, GA	(256/5 wins)
2. Jamie James (Yam), ASHEVILLE, NC	(255/3 wins)
3. Mike Hale (Hon), CARROLTON, TX	(224)
4. Steve Crevier (Kaw), CANADA	(223)
5. Gerald Rothman Jr. (Kaw), MANCHESTER, CT	(185)
6. Jason Pridmore (Yam), VENTURA, CA	(158)
7. Robert Wright (Hon), SANDY, UT	(142)
8. Randy Renfrow (Hon), FREDRICKSBURG, VA	(138)
9. Owen Weichel (Yam), CANADA	(113)
10. Jamie Bowman (Hon), TEQUESTA, FL	(103)

AMA/CCS 750cc SUPERSPORT SERIES (After 8 of 10 rounds)

1. Britt Turkington (Suz), MCALLEN, TX	(249/2 wins)
2. Tom Kipp (Suz), MENTOR, OH	(247/4 wins)
3. Jason Pridmore (Yam), VENTURA, CA	(231)
4. Gerald Rothman Jr. (Kaw), MANCHESTER, CT	(204/1 win)
5. James Randolph (Suz), SANTA ROSA, CA	(189)
6. Fred Merkel (Kaw), STOCKTON, CA	(183)
7. Thomas Wilson (Yam), OREGON, OH	(150)
8. Aaron Yates (Suz), MILLEDGEVILLE, GA	(144)
9. Dean Mizdal (Yam), ARLINGTON HEIGHTS, IL	(118)
10. David Roy (Kaw), LAS VEGAS, NV	(101)

AMA/CCS H-D TWIN SPORT SERIES (After 8 of 10 rounds)

1. Shawn Higbee (H-D), JAMESTOWN, NY	(258/4 wins)
2. Scott Zampach (H-D), MILWAUKEE, WI	(219/3 wins)
3. Billy Graef (H-D), SHEBOYGAN, WI	(206)
4. Ronald McGill (H-D), DEVON, PA	(176)
5. Shawn McNarry (H-D), CLEARWATER, FL	(170)
6. Andy Fenwick (H-D), NEENAH, WI	(169)
7. Chuck Blackmon (H-D), GREENWOOD, SC	(160)
8. Brian Kohl (H-D), STRASBURG, OH	(155)
9. Matt Wait (H-D), MODESTO, CA	(147)
10. Aaron Yates (H-D), MILLEDGEVILLE, GA	(134/1 win)



JEFF STANTON

MOTOCROSS

AMA/CAMEL 250cc SX SERIES (After 15 of 15 rounds)

1. Jeremy McGrath (Hon), MURRIETA, CA	(335/9 wins)
2. Mike LaRocco (Kaw), SOUTH BEND, IN	(287/3 wins)
3. Mike Kiedrowski (Kaw), CANYON COUNTRY, CA	(271/2 wins)
4. Jeff Emig (Yam), RIVERSIDE, CA	(224)
5. Steve Lamson (Hon), POLLACK PINES, CA	(214)
6. Jeff Stanton (Hon), SHERWOOD, MI	(208)
7. Doug Henry (Hon), OXFORD, CT	(203)
8. Larry Ward (Yam), FLORENCE, SC	(200)
9. Brian Swink (Suz), REDDICK, FL	(182)
10. Michael Craig (Yam), LAKESIDE, CA	(176/1 win)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds)

1. Damon Huffman (Suz), SAUGUS, CA	(176/2 wins)
2. Pedro Gonzalez (Kaw), LOS ANGELES, CA	(134/1 win)
3. Craig Decker (Hon), PALM DESERT, CA	(134)
4. Ryan Hughes (Kaw), ESCONDIDO, CA	(117/3 wins)
5. David Pingree (Hon), SCOTTSDALE, AZ	(72)
6. James Dobb (Kaw); CORONA, CA	(70)
7. Tony Graves (Hon), CRESWELL, OR	(58)
8. Cory Keeney (Kaw), POMONA, CA	(54)
9. Travis Hodges (Kaw), LAS CRUCES, NM	(46)
10. Jefferey Pestana (Hon), MONTEREY, CA	(45)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 10 of 10 rounds)

1. Ezra Lusk (Suz), BAINBRIDGE, GA	(231/5 wins)
2. Jimmy Button (Suz), CORNING, NY	(219/3 wins)
3. Tim Ferry (Hon), W. PALM BEACH, FL	(176)
4. Mike Brown (Hon), GRAY, TN	(155/1 win)
5. Chad Pederson (Yam), FORT DODGE, IA	(145)
6. Robbie Reynard (Kaw), MOORE, OK	(119)
7. John Dowd (Yam), CHICOPEE, MA	(111)
8. Barry Carsten (Suz), BAYVILLE, NJ	(81)
9. Davey Yezek (Hon), MT. PLEASANT, PA	(74)
Jeff Dement (Yam), HUMBLE, TX	(74)

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES
(After 9 of 12 rounds)

1. Mike LaRocco (Kaw), SOUTH BEND, IN	(420/5 wins)
2. John Dowd (Yasm), CHICOPEE, MA	(291/1 win)
3. Jeremy McGrath (Hon), MURIETTA, CA	(272)
4. Mike Kiedrowski (Kaw), ACTON, CA	(267/3 wins)
5. Kyle Lewis (Yam), ROSAMOND, CA	(246)
6. Jeff Stanton (Hon), SHERWOOD, MI	(225)
7. Jimmy Button (Suz), CORNING, NY	(200)
Brian Swink (Suz), REDDICK, FL	(200)
9. Larry Brooks (Yam), EL CAJON, CA	(174)
10. Todd DeHoop (Hon), HUDSONVILLE, MI	(157)

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES
(After 9 of 12 rounds)

1. Doug Henry (Hon), OXFORD, CT	(350/2 wins)
2. Steve Lamson (Hon), POLLOCK PINES, CA	(343/2 win)
3. Ryan Hughes (Kaw), ESCONDIDO, CA	(319/1 win)
4. Jeff Emig (Yam), RIVERSIDE, CA	(304/2 wins)
5. Damon Huffman (Suz), SAUGUS, CA	(302/2 wins)
6. Ezra Lusk (Hon), BAINBRIDGE, GA	(221)
7. James Dobb (Kaw), CORONA, CA	(220)
8. Tim Ferry (Hon), WEST PALM BEACH, FL	(189)
9. Robbie Reynard (Kaw). MOORE, OK	(176)
10. Mike Brown (Hon), GRAY, TN	(169)

WORLD CHAMPIONSHIP 125cc MX SERIES
(After 9 of 11 rounds)

1. Bob Moore (Yam), COSTA MESA, CA	(287/4 wins)
2. Alessio Chiodi (Hon), ITALY	(257/3 wins)
3. Pedro Tragter (Suz), HOLLAND	(224)
4. Dave Strijbos (Suz), HOLLAND	(156/1 win)
5. Mikael Pichon (Hon), FRANCE	(152/1 win)
6. Peter Beirer (Suz), GERMANY	(128)
7. Bader Manneh (Suz), SAN DIEGO, CA	(126)
Frederic Vialle (Kaw), FRANCE	(126)
9. Mauro Dal'Lago (Suz), ITALY	(119)
10. Massimo Bartolini (TM), ITALY	(114)

WORLD CHAMPIONSHIP 250cc MX SERIES
(After 12 of 15 rounds)

1. Greg Albertyn (Suz), SOUTH AFRICA	(325/2 wins)
2. Stefan Everts (Kaw), BELGIUM	(317/5 wins)
3. Yves Demaria (Hon), FRANCE	(261/4 wins)
4. Marnicq Bervoets (Suz), BELGIUM	(239)
5. Kurt Nicoll (Hon), GREAT BRITAIN	(206)
6. Donny Schmit (Yam), RAMSEY, MN	(193/1 win)
7. Werner De Wit (Suz), BELGIUM	(164)
8. Tallon Vohland (Hon), SACRAMENTO, CA	(160)
9. Trampas Parker (KTM), SHREVEPORT, LA	(140)
10. Rob Herring (Kaw), GREAT BRITAIN	(126)

WORLD CHAMPIONSHIP 500cc MX SERIES
(After 10 of 12 rounds)

1. Marcus Hansson (Hon), SWEDEN	(276/3 wins)
2. Jacky Martens (Hus), BELGIUM	(272/3 wins)
3. Joel Smets (Ver), BELGIUM	(235/1 win)
4. Gert Jan Van Doorn (Hon), HOLLAND	(153/1 win)
5. Ronny Weustenraed (Hon), BELGIUM	(151)
6. Billy Liles (Hon), ATLANTA, GA	(121/1 win)
7. Danny Theybers (Hon), BELGIUM	(105)
8. Mervyn Anstie (Hon), GREAT BRITAIN	(104/1 win)
9. Peter Dirkx (Hon), GERMANY	(100)
10. Darryll King (Hon), NEW ZEALAND	(93)

SCOTT STUMP/LARRY PEGRAM

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 12 of 22 rounds)

1. Chris Carr (H-D), VALLEY SPRINGS, CA	(177/2 wins)
2. Scott Parker (H-D), SWARTZ CREEK, MI	(166/4 wins)
3. Steve Morehead (H-D), FINDLAY, OH	(143/3 wins)
4. Will Davis (Hon), GOLDSHBORO, NC	(97)
5. Rodney Farris (H-D), WINCHESTER, VA	(85)
6. Ronnie Jones (Hon), OKLAHOMA CITY, OK	(81/1 win)
7. Aaron Hill (H-D), STOCKTON, CA	(75)
8. Brett Landes (Hon), LOS GATOS, CA	(60)
9. Larry Pegram (Hon), BALTIMORE, OH	(56/1 win)
10. Davey Camlin, ROCK ISLAND, IL	(53)
Jason Fletcher (H-D), WARREN, CT	(53)

AMA/HARLEY-DAVIDSON 883 NATIONAL CHAMPIONSHIP SERIES
(After 7 of 15 rounds)

1. Jason Fletcher, WAREN, CT	(128/4 wins)
2. Scott Stump, MARION, OH	(89/2 wins)
3. Jay Springsteen, LAPEER, MI	(74)
4. Steve Aseltine, PALMER LAKE, CO	(72/1)
5.James Hart, CENTRALIA, IL	(62)
6. Matt Wait, MODESTO, CA	(50)
7. Tommy Colson, BELOIT, WI	(37)
8. Doug Beattie, CANADA	(36)
9. Georgie Price, SICKLERVILLE, NJ	(33)
10. Jess Roeder, MONROEVILLE, OH	(27)
Rich King, WATERLOO, IA	(27)

OFF-ROAD

DUANE CONNER

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 4 of 9 rounds - best 7 finishes count toward series c'ships)

1. Rodney Smith (Suz), OAKLEY, CA	(103/3 wins)
2. Thomas Norton (Kaw), NORFOLK, MA	(82)
3. Scott Summers (Hon), PETERSBURG, KY	(46)
4. Ron Naylor (ATK), REDDING, CA	(39)
Eric Mashbir (Hus), OAKLAND, CA	(39)
6. Patrick Garrahan (Kaw), BOULDER CREEK, CA	(35)
7. Jason Dahners (Hon), REDMOND, WA	(32)
8. Randy Hawkins (Suz), TRAVELERS REST, SC	(30/1 win)
9. Brian Garrahan (Hon), BOULDER CREEK, CA	(28)
10. Scott Plessinger (KTM), HAMILTON, OH	(25)

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 7 of 9 rounds - best 7 finishes count toward series c'ships)

1. Steve Hatch (Suz), ITHACA, NY	(171/3 wins)
2. Kevin Hines (CRE), WESTON, MA	(163/3 wins)
3. Randy Hawkins (Suz), TRAVELERS REST, SC	(133/1 win)
4. Jeff Russell (KTM), MORGANTOWN, WV	(115)
5. Kelby Pepper (Kaw), CENTER, CO	(93)
6. Terry Cunningham (Yam), ATHENS, OH	(74)
7. Matt Stavish (KTM), SLAINE, MN	(73)
8. Alan Randt (KTM), LANSING, MI	(66)
9. Ty Davis (Kaw), HESPERIA, CA	(37)
10. Michael Lafferty (Kaw)	(35)

AMA NATIONAL CHAMPIONSHIP OBSERVED TRIALS SERIES
(After 1 of 8 rounds - best 5 finishes count towards c'ship series)

1. Ryan Young (G-G), WILLIAMSPORT, PA	(30)
2. Geoff Aaron (Bet), WEST REDDING, CT	(25)
3. Raymond Peters (Apr), BEAVER DAMS, NY	(21)
4. Jess Kempkes (G-G), LINCOLN, NE	(18)
5. Lonny Hallsted, TIGARD, OR	(16)
6. Ronald Commo Jr. (Bet), VERGENNES, VT	(14)
7. John Clark (Mon), HUNTSVILLE, AL	(15)
8. Matthew Moore, SAPULPA, OK	(11)
9. Brian Nagengast (Bet), E. BERNE, NY	(12)
10. Andrew Bingham, ALBUQUERQUE, NM	(11)

AMA NATIONAL C'SHIP RELIABILITY ENDURO SERIES
(After 8 of 8 rounds)

1. Rodney Smith (Suz), OAKLEY, CA	(166/4 wins)
2. Randy Hawkins (Suz), TRAVELERS REST, SC	(136/2 wins)
3. Ty Davis (Kaw), HESPERIA, CA	(94/1 win)
4. Danny Hamel (Kaw), BOULDER CITY, NV	(91/1 win)
5. David Rhodes (Kaw), RENTON, WA	(78)
6. Fred Hoess (Hus), STANHOPE, NJ	(67)
7. Davide Trolli (Kaw), HESPERIA, CA	(65)
8. Chris Smith (Hon), STANHOPE, NJ	(60)
9. Guy Cooper (Suz), STILLWATER, OK	(56)
10. Duane Conner (Yam), WASHINGTON, PA	(51)

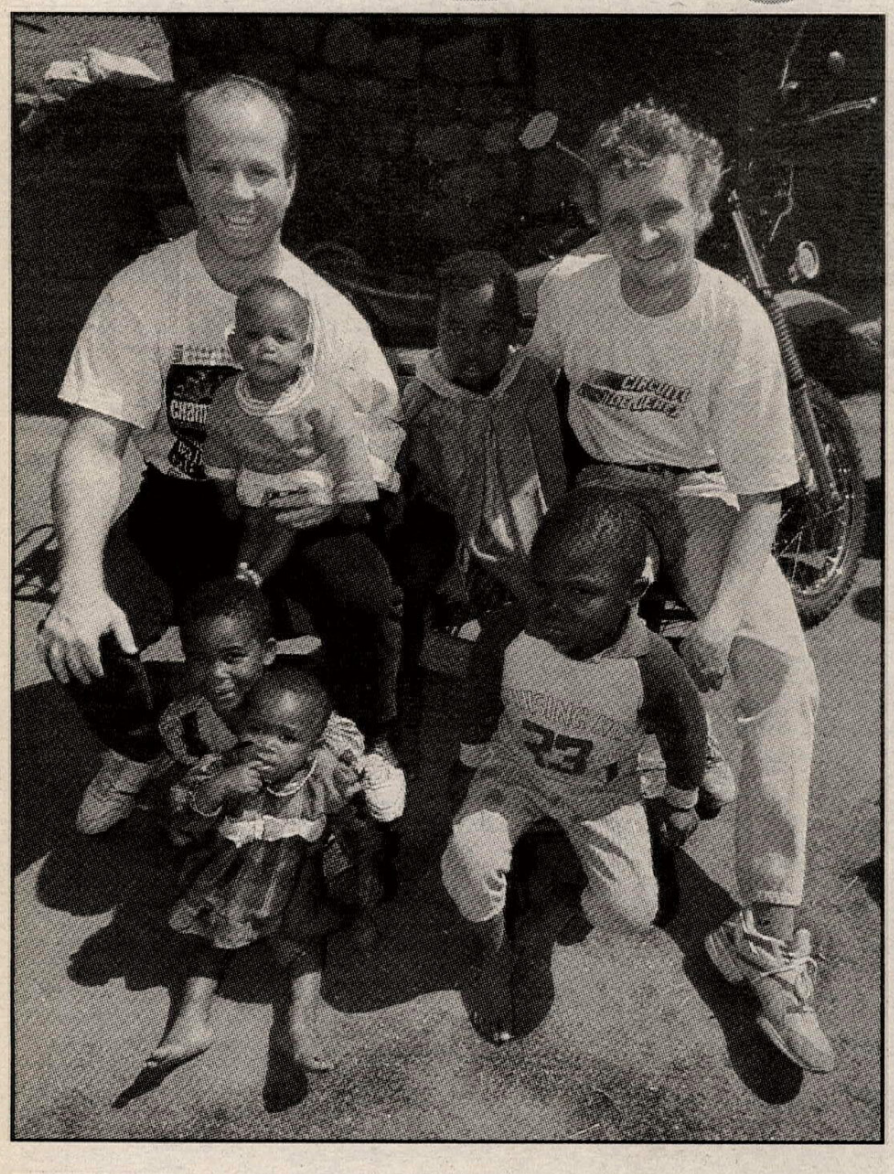
AMA NATIONAL C'SHIP HARE & HOUND SERIES
(After 4 of 7 rounds - best 5 finishes count toward series c'ships)

1. Ty Davis (Kaw), HESPERIA, CA	(105/1 win)
2. Danny Hamel (Kaw), BOULDER CITY, NV	(90/3 wins)
3. Dan Richardson (Hon), HUNTINGTON BEACH, CA	(79)
4. Greg Zitterkopf (KTM), CHINO, CA	(50)
5. David Ondas (Kaw), HUNTINGTON BEACH, CA	(48)
6. Destry Abbott (KTM), GLENDALE, CA	(42)
7. Todd Hoy (KTM), RANCHO PALOS VERDES, CA	(39)
8. Jeff Capt (Hon), CHINO, CA	(38)
9. James Gray (KTM), GUNNISON, CO	(34)
Paul Krause (Kaw), SANTA ANA, CA	(34)

GRAND NATIONAL CROSS COUNTRY C'SHIP SERIES
(After 4 of 12 rounds - best 9 finishes count toward series c'ships)

1. Fred Andrews (Yam), SALEM, OH	(76/2 wins)
2. Thomas Norton (Kaw), NORFOLK, MA	(69)
3. Scott Plessinger (KTM), HAMILTON, OH	(54)
4. Doug Blackwell (Kaw), WASHINGTON, WV	(48)
5. Scott Summers (Hon), PETERSBURG, KY	(38)
Scott Phelps (Yam), PETERSBURG, KY	(38)
7. Tim Shephard (Yam), HAMILTON, OH	(35)
8. Gene O'Nail (Kaw)	(34)
9. Larry Roeseler (Kaw), HESPERIA, CA	(31)
10. Steve Hatch (Suz), ITHACA, NY	(30)

A helping hand



(Left) Randy Mamola and Kevin Schwantz have visited Lesotho, seeing first hand the results of their work for Riders for Health.
(Right) The program uses Kawasaki KV-175s.
(Below - left to right) Barry Coleman, Mahali Hlasa and Randy Mamola discuss Riders for Health during the Day of Champions, held prior to the British Grand Prix at Donington Park.

By Bruce Scholten

DONINGTON PARK, ENGLAND, JULY 21

In more ways than one, this year's "Riders for Health" benefit showed motorcyclists are on the right track. "We're so very pleased that Donington Park made 'Day of Champions' a part of the British Grand Prix," Andrea Coleman, who along with husband Barry Coleman, ex-GP star and current Roberts team tester Randy Mamola, innumerable volunteers, and 5500 appreciative race fans, netted about $60,000 for health programs in the poorest parts of Africa. "It helped save on expenses, more riders were able to take part, and I think it's good for them, too."

All the top stars put their career worries on the back burner to raise cash for something important. "We hope to have more events like this next year," Mamola said.

Anything that raised cash was fair game: tours of the track with bus drivers Michael Doohan and Mamola, helping Kevin Schwantz the Barber shave the pate of hirsute IRTA pit boss, piles of racing memorabilia - and even a couple of Chippendale dancers. The auctioneer, BBC disk jockey Johnny Walker, helped ensure Schwantz's eventual win in the Sunday afternoon British GP after a man bid $1500 for a helmet - on condition that Schwantz wore it to church at 7:00 a.m. Schwantz turned up at church the next morning, and then went out and won his fourth British GP.

Exactly what is "Riders for Health"?

"I couldn't do my work without it," said Mahali Hlasa, who graduated from two years of training in the National Health Institute of Lesotho, only to find, "my 10 co-workers and I wasted a lot of our time waiting to use the clinic's two Toyotas. By the time I drove to an outlying village, I had barely an hour with my patients before returning the vehicle - because someone else needed it."

Now in charge of rider training, Mahali says: "At first I didn't like motorcycles at all, but I changed my attitude totally."

When she first rode into her village, her family mistook her for a man. "They thought a woman could never ride a motorbike," said Hlasa.

The high, mountainous kingdom of Lesotho was just too tough for the Boer or Zulu people, of surrounding South Africa, to conquer. The 5500-foot high capital of Maseru is guarded by 12,000-foot peaks. That safeguards independence, but hinders health care. Some villages are simply inaccessible by truck.

Enter "Riders for Health." Since four-wheel drives are costly and sometimes impractical, some African health plans had considered ponies or donkeys for hard-to-reach villages. Wrong. Regular visits are crucial to credibility, and these cute four-hoof critters can be slow and unreliable. Buses are sporadic, and waiting for them subjects female workers to harassment and even kidnap. So, several aid agencies decided, intuitively, that motorcycles were the answer.

Only partly right. Barry Coleman says the disillusion caused when the World Bank or UNESCO have dumped thousands of motorcycles on countries - without the training and spare parts to ride and maintain them - is inestimable.

"Within six weeks the bikes were junk and a lot of people got hurt," Coleman said. "My God! We often argue against rich nations shipping bikes to an unsuspecting country. Riders for Health is a difficult concept to grasp. People say we buy motorcycles and vaccinate kids, but buying bikes is the last thing on our list. Our purpose is to help Africans manage their own health care. It just so happens that motorcycles can be the best tools to deliver it."

The man in charge of maintaining those tools, Mohale Mashoeshoe, says: "Our bikes in Lesotho are in better shape than most in England." He preaches daily inspections of chains, spokes, etc., along with regular servicing.

"We have had some incredible successes," Mashoeshoe said. "One hospital in Mafetung, 70 kilometers (43 miles) from Maseru (the capital of Lesotho) was so crowded with tuberculosis patients that many slept on the outside veranda." The patients needed injections for 60 days, followed by multiple therapies. Administering this in daily

Riders for Health

Riders for Health began in 1987, after Princess Anne asked Randy Mamola to get involved with Save the Children. "I said okay - if I can meet the people in the field," Mamola recalls.

He donated 20% of that year's earnings and quickly enlisted Kevin Schwantz, then Barry and Andrea Coleman, and others to help motorcycles save lives. "I've been racing ever since I was 12...it's given me a great life and I'm determined to give something back," vows Mamola. Like fellow champs Doug Chandler, John Kocinski, Wayne Rainey, Kenny Roberts and Schwantz, he is understandably piqued at being more famous abroad than hometown USA. Words nearly fail him when explaining his zeal: "For me to be asked by a Princess, well..."

With $450,000 raised so far, they are making a difference. Early efforts in Somalia were eclipsed by civil war, but Mamola notes, "Save the Children was the first back into Mogadishu." The demonstrated success of Riders for Health in Lesotho is now spreading to Gambia, Ghana, Zimbabwe and elsewhere in Sub-Saharan Africa - welcome news in the context of tragedy in Rwanda.

Organizations wishing to aid development in a way that involves motorcycling can contact Andrea Coleman at Riders for Health, The Old Vicarage, Norton, Daventry, Northhamptonshire, NN11 5ND, England.

visits via motorcycle allowed patients to remain with their families - in a 10-mile radius from the hospital. They recovered faster, and, Mashoeshoe says, "When the hospital quantified the results, it also cost much less."

When this reporter met the team two years ago, he expected anecdotes of the "day my chain broke whilst climbing the mountain" variety. No luck. First advisor Mike Gatton (gamely ignoring a pelvis fractured in a parachute jump) emphasizes. "Under Mohale Mashoeshoe's management, we have had zero breakdowns."

In 1992, Mashoeshoe managed 27 bikes which had never broken down in the field. Never. Today there are 47 bullet-proof agricultural-spec KV-175s in the fleet. The two-stroke Kawasakis get 25-30 km per liter, with a top speed of 60 mph.

When Kawasaki announced the discontinuance of the model, Johannesburg importer Chris Speight went to Japan to plead for an extension. Although that was not granted, enough spares to see the bikes through their three-year service is assured. Knobby tires (often cheap and cheerful Cheng Shins) are *de riguer*. The O-ring chains are crucial - thanks to Kal-gard lubricant, they usually weather one-year or 9300 miles of rocks and sandwashes.

The riders last even longer. Almost one-third of them are women. Mohali Hlasa recently oversaw training of 110 riders in Zimbabwe and will initiate an even larger program in Ghana in October. Training is fast and effective. "It averages 30 seconds - 45 seconds for a slow learner," she smiles. In the beginning they wasted a lot of time teaching how to balance. Hlasa herself was pretty bruised by the end of her first day.

Then instructor Dave Taylor had this brainwave: "If you can stand, you already know how to balance." Now they demonstrate use of the brake and clutch, tape the throttle open, plant learners on the seat and point them in the right direction. Bingo! Instant riders. Of course, training doesn't stop there, and is bolstered by periodic refreshers.

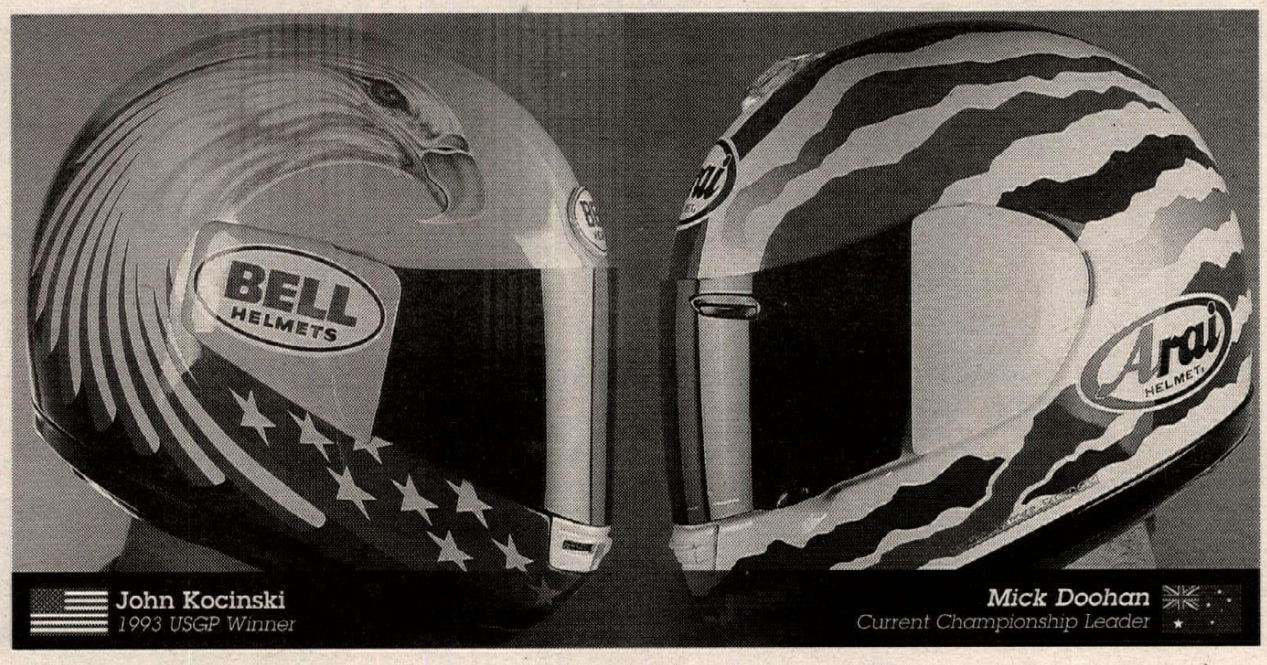
As the stench of war comes from Rwanda, Barry Coleman says, "The world has to decide what to do about its biggest and poorest continent." He pins most of the blame on a history of colonialism. Efforts to redeem past sins are frequently doomed by attempts to orchestrate Third World development from Washington and Brussels. They don't trust local people. More than once, this has materialized as a crate of streetbikes sent to a roadless desert.

Coleman says the root of this hubris is a residual "racism, assuming Africans are so larcenous and stupid, that tool kits are removed from official cars" to prevent theft or misuse. (Somehow, this recalls the middle-American prejudice that all bikers are mindless thugs.)

"Now," Coleman says. "Mahali and Mahale are showing the World Bank and other big institutions that, with the right tools and management training, Africans can control their own development."

Riders for Health's credibility has shot up in recent years. Government ministries in Lesotho and other countries now depend on their expertise. With Africans in charge of rider training and fleet management, the European and American components of the organization plan to multiply their support. "We want millions," say the Colemans. That money, coupled with the passion - and nuts and bolts practicality - that fuels World Champions, could help put Africa on course to prosperity. CN

NOT IN OUR HOUSE.



SINCE THE UNITED STATES GRAND PRIX FIRST CAME TO CALIFORNIA'S LAGUNA SECA RACEWAY IN 1988, AMERICAN 500CC RIDERS HAVE BEEN UNBEATABLE, AND FOR '94 LOCAL BOYS KEVIN SCHWANTZ (SUZUKI), JOHN KOCINSKI (CAGIVA) AND DOUG CHANDLER (CAGIVA) AREN'T ABOUT TO LET HARD-CHARGING AUSSIE, MICK DOOHAN (HONDA) OR ITALIAN, LUCA CADALORA (YAMAHA) BREAK OUR FIVE-FOR-FIVE WINNING STREAK. COME SEE THREE FULL DAYS OF PRACTICE, QUALIFYING AND RACING AS THE WORLD'S BEST RIDERS GO HEAD-TO-HEAD FOR THE WORLD CHAMPIONSHIPS IN 125CC, 250CC, AND IN THE PREMIER 500CC CLASS AT LAGUNA SECA ON

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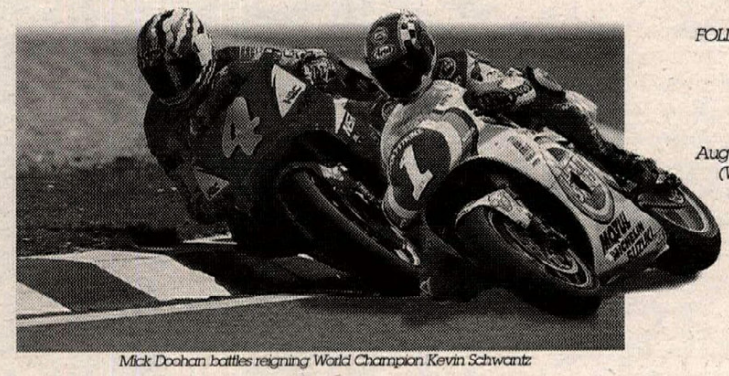

Mick Doohan battles reigning World Champion Kevin Schwantz

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1994 WORLD SUPERBIKE SERIES

Round #1 - DONINGTON PARK, ENGLAND

(#401A) Muzzy Kawasaki's Scott Russell began the defense of his World Superbike Series title at Donington Park against Ducati's Carl Fogarty and Castrol Honda's Aaron Slight and Dough Polen. These legendary riders go wheel to wheel, exchanging the lead repeatedly throughout the first 25-lap race.

Australian Superbike champion Troy Corser made an impressive debut on a track he had never seen before and on a bike he had never raced before. Also debuting in the first round of the World Superbike season was the new Honda RC45 that performed better than expected after a turbulent off-season in preparation.

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Polen/Slight

By Noriko Mori

SUZUKA CITY, JAPAN, JULY 31

It all came down to the final 45 minutes. New Zealander Aaron Slight vs. American Scott Russell. Honda vs. Kawasaki. The prize? Victory in the most prestigious road race in the world - the Suzuka 8-Hour. In the end, the win went to Slight and his teammate Doug Polen - by just .288-of-a-second - giving the Honda RC45 its first major victory in international competition.

Ironically, the dueling duo of Russell and Slight were teammates last year when the pair gave Kawasaki the win.

Slight and Polen averaged 96.695 mph in completing 183 laps of the 3.63-mile race track that is located some 300 miles west of Tokyo. Russell and his British World Superbike teammate Terry Rymer ended up second.

Third place went to the am/pm-backed Honda RC45 of Japan's Shinichi Itoh and Shinya Takeishi, the last of the teams to be on the same lap as the two leading teams. Finishing one lap behind was the fourth-placed Yamaha team of four-time World Champion Eddie Lawson, in what was likely the final motorcycle race of his illustrious career, and his young Japanese teammate Yasutomo Nagai; the pair being fortunate enough to have Nagai's early-race crash not figure in the scoring because of the red-flag that stopped the race only one lap later.

Six bikes crashed with oil and fire forcing officials to stop the race, marking the first time in the history of the race that a race-stoppage has occurred.

Early on, the race took on the look of an All-Japan National Championship race, with the young Japanese stars taking command. But things soon sorted themselves out with the top riders from the World Superbike Series - Russell, Polen, Slight and Terry Rymer - moving to the front of the pack after the Japanese aces started to falter.

QUALIFYING

This year's Suzuka 8-Hour - the first to be run under World Superbike regulations rather than Formula One rules - featured something different when it came to qualifying. While each rider still competed in regular qualifying, grid positions were ultimately decided upon via a "Special Stage," a one-lap blast around the 3.641-mile circuit that was featured on television with split-times highlighting each riders progress.

Scott Russell and the factory Kawasaki ZXR750R was the fastest combination throughout regular qualifying, and the Georgian was able to duplicate that during his high-pressure run for pole position. Russell ended up circulating at two-minutes, 11.924-seconds, just fractions off his best lap from Friday.

Next best was the am/pm-backed Honda RC45 ridden by 500cc Grand Prix star Shinichi Itoh and fellow Japanese Shinya Takeishi. It was Takeishi, though, who gave the team its fastest lap in the one-lap "Special Stage" - a 2:12.814, nearly a second slower than Russell. Third best was Kiwi Aaron Slight, who turned a 2:12.831, to give himself and teammate Doug Polen a good starting spot for the Le Mans-style start.

"There were some more things to do on Friday, but we found most of the good settings on Saturday," Polen said. "I'll keep my strength in reserve for the first hours, then up the pace after five or six hours."

Slight wasn't a fan of the "Special Stage" qualifying: "The new qualifying system is stupid," Slight said. "I wasn't going to try hard, but after starting, I tried. I am going to win this race again!"

The official Yamaha pairing of Eddie Lawson and Yasutomo Nagai were always near the top of the qualifying sheets, but the pair had problems in the "Special Stage." Lawson nearly crashed after a big slide and it slowed him enough to make Nagai's 13th fastest time, a 2:15.013, the team's best. "It's a long race and I don't mind the grid at all," Lawson said.

Lawson and Nagai were having problems with their suspension settings, according to team manager and former race winner Tadahiko Taira. "Their problem is only with the front fork," Taira said. "Eddie thinks the rear is more important, but Nagai uses more of the front. I think for the long distance, it's better to adopt Eddie's way."

To make matters worse, Nagai uses Dunlop tires in the All-Japan Championship, but had to adapt to Michelins for the 8-Hour. Lawson, on the other hand, has ample experience with both brands. Both riders, however, said that tires wouldn't be a problem.

"We're still changing, still deciding, about front suspension. We'll do just the same things we have been doing, just trying different settings and see what happens," Lawson said. "He (Nagai) likes different settings than me, but eventually we'll have to decide."

FILE PHOTOS BY JOHAN VANDEKERCKHOVE

The Lucky Strike Suzuki team of Peter Goddard and Scott Doohan, who was substituting for the injured Alex Barros, ended up qualifying 11th with Goddard turning a 2:14.983. The team leader had crashed on Friday, injuring his finger.

"I think we have a setting for the race tomorrow," Goddard said. "It's stable and handles well. The only problem is that it lacks acceleration compared to the other bikes, so we have to exploit our cornering speed. My hand is not a worry."

Doohan was also optimistic: "I've been trying to get used to the bike. As you know, this is the first time for me on a Suzuki. Every time out I seem to be going faster. The Ducati I ride in Australia may have a little more acceleration, so I'm having to work harder through the corners with the Suzuki. Peter (Goddard) and I seem to be running similar settings. he's a little bit lighter so I like the suspension a little bit harder, but those kinds of problems are the same for everybody."

The number two factory Kawasaki of Keichi Kitagawa and Shoichi Tsukamoto were forced to start from the 39th position on the grid after Tsukamoto crashed during the "Special Stage." Another who crashed out during their hot lap was Toru Ukawa on the factory Honda RC45, forcing himself and teammate Tadayuki Okada to start from the 38th position on the grid.

SUZUKA 8-HOUR

The race got underway in oppressive summer heat at 11:30 a.m. on Sunday morning with a Le Mans-style start - the lead riders running to their motorcycles while the number two riders waited to push them off.

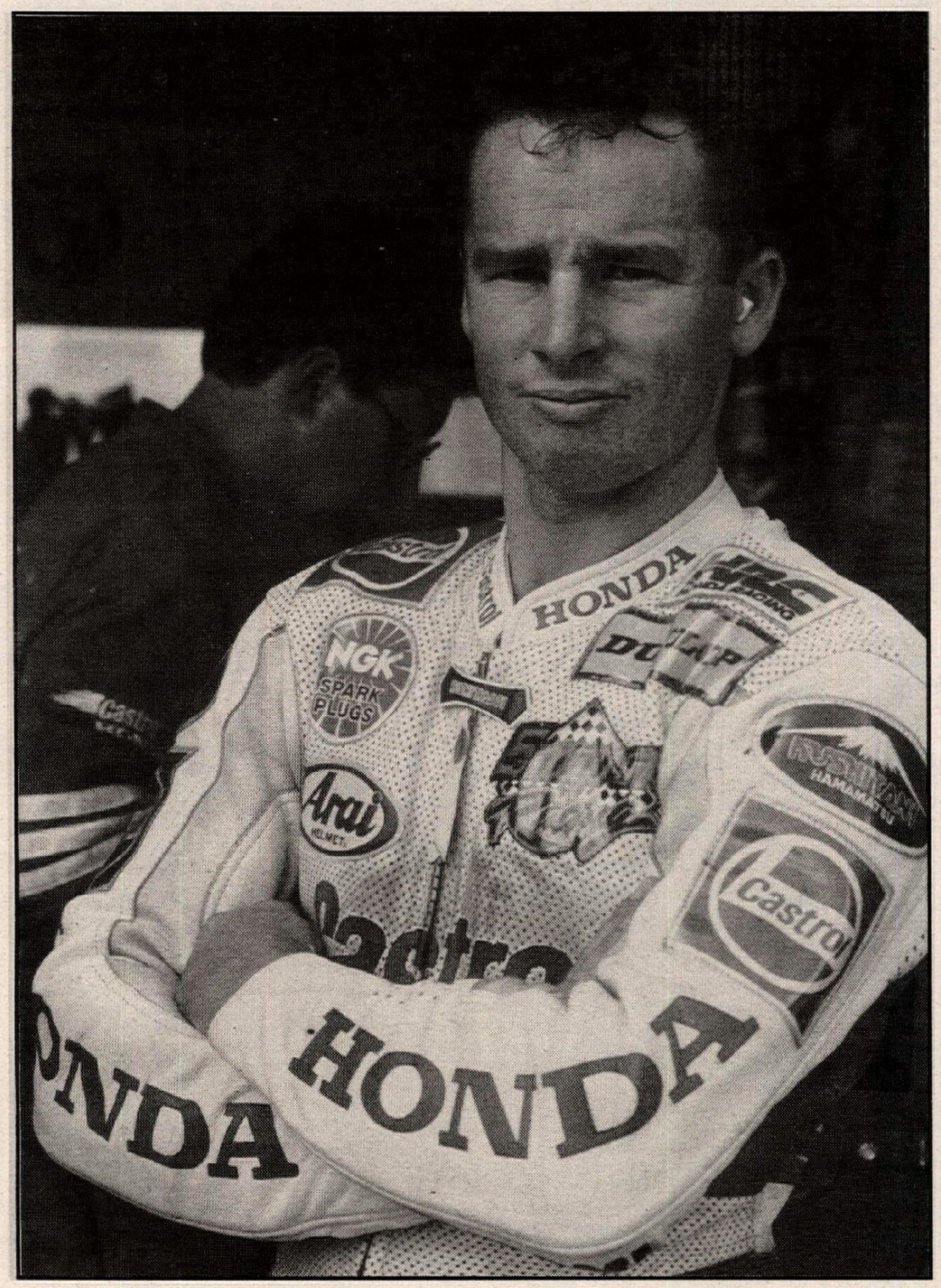
The Aoki brothers got things rolling quickly as Takuma Aoki led the way from their number seven starting position on his factory RC45. Aoki was followed off the start by Daijiro Kato - who was substituting for new Marlboro Yamaha recruit Norifumi Abe - the Shinya Takeishi-ridden am/pm Honda RC45, the Yamaha of Maturu Yoshikawa and Shuya Arai on the Moriwaki Racing RC45.

The man on the move was Lawson's teammate Nagai, who had the Yamaha with the lead group by the end of the second lap after starting 13th. Five Japanese riders ran at the front of the pack with positions changing all around the circuit, giving the race the look of an All-Japan Series sprint race.

The most remarkable ride was being turned in by Toru Ukawa, the current points leader in the All-Japan 250cc Championship, on the HRC-backed RC45, who started 38th but soon jumped up to eighth by the end of the second lap. It didn't take long for him to catch Russell, and by the eighth lap he was up to fourth - having shot by Russell, Kato and Slight.

Meanwhile, Slight and Russell seemed content to follow the Japanese, although Slight seemed to be trying early on before realizing that it was better to wait it out. As it turns out, the two

and the RC45!



Scott Russell (left) and Aaron Slight (above) battled over the win for the final 45 minutes. Slight came out on top.

World Superbike riders were correct in sitting back. On the fifth lap, Takeishi ran off the track at the Spoon Curve while running fourth, dropping some 20 positions as he rejoined the race.

The next to go was Nagai, who crashed the Yamaha at Dunlop Corner on the 12th lap while running fourth. Although the left handlebar was bent, Nagai managed to get the bike back to the pits for repairs.

Fortunately, for Nagai and the Yamaha team, the red flag came out at the 30-minute mark, basically negating Nagai's crash when scoring reverted to the previous lap. The cause of the red-flag was a burning motorcycle on the race track, with its spilled oil bringing down six others, including Fujiwara, Ukawa and Kato, who went sliding into the fire. It marked the first time in the history of the race that a red-flag had been thrown.

The race was restarted at 1:00 p.m. with a second Le Mans-style start taking place with riders gridded as they were running on the 11th lap. Teams were also allowed to change riders and motorcycles at this point. The Fujiwara/Yoshikawa Yamaha team opted to use their back-up motorcycle; Sadanori Uikita took over for Ukawa who was transported to the hospital with spinal-cord injuries; Nagai was able to start from fourth on the grid after repairing the Yamaha.

Results would be determined by the total number of laps turned in from the first portion of the race and the second portion, making scoring difficult and keeping the results in doubt until the very end - causing grief for those trying to cover the race.

Aoki was again fast from the start, but he was followed this time by the Kobayashi/Vieira team, Nagai, the Suzuki of Yanagawa/Stevens and the Iwahashi/Aoki team. Yoshikawa and Peter Goddard, meanwhile, got miserable starts. Yoshikawa's bad day got even worse when he crashed out of the race on the very next lap.

At least early on, the second part of the race was very much the same as the first. The Japanese riders continued their sprint-race style at the front while Russell and Slight followed. By the seventh lap, Russell and Slight, who were teammates in taking the Kawasaki to victory last year, started to up the pace, with Slight moving to fourth behind Aoki, Nagai and Takeishi. At this point, Russell was sixth.

Thirty minutes into the second part of the race, the first pit stops took place with the Aokis switching places and taking on tires and gas in 14.1 seconds. Twenty minutes later, Nagai, Takeishi, Slight and Russell pitted, handing off to Lawson, Itoh, Polen and Rymer. Lawson was the slowest to exit as the team made some pre-load adjustments to the front fork, dropping them to fifth place.

"I'm happy to have such a fast and strong partner," Rymer said later. "I'm heavier than Scott (Russell), so it was difficult to find a rear suspension setting. But it didn't turn out to be a problem. I enjoyed today and I'm looking forward to next year."

The battle at the front was close, but Lawson was amongst them. Two hours and 45 minutes into the restart, Nobuatsu Aoki, the oldest of the three Aoki brothers, crashed out of the race and the team faced 30 minutes of repair before rejoining the race.

At 6:25 p.m. Polen took over at the front, passing Rymer down the back straight, as the two started to pull away while clicking off two-minute, 12-second lap times.

The lead Honda team pitted for the final time at 6:36 p.m., with Polen handing off to Slight for the final run to the flag. Three laps later, Rymer gave the Kawasaki to Russell and the race for victory was on. At this point, Slight led by only .386-of-a-second.

The final 45 minutes of the race were intense. Russell pushed very hard and it looked like it would be easy for him to catch Slight. Even into the dark, the pair were turning laps in the 2:13-range. With 15 minutes to go, Russell passed Slight for the lead and it appeared that the Kiwi had succumbed to the pressure of his former teammate.

This wasn't so, however, as Slight fought back, finally taking the win by just .288-of-a-second.

The supplementary regulations said that the red flag would be shown to the leader of the race at 7:30 p.m., with the final results bearing the finishing positions of the riders on the previous lap. All a little difficult to understand, but Slight was the winner nonetheless.

"Gas splashed into my eyes on the last gas stop," Slight said. "I could hardly see for the first four laps."

Although he'd narrowly been prevented from defending his race win from last year, Russell was pleased with the result: "I did my best," the Georgian said. "But Slight was too fast and too stable to catch. But I enjoyed the race, much more than last year. This was a very good race."

Most believe that the Suzuka 8-Hour was Lawson's final motorcycle race.

"It's been a pretty good day," the four-time World Champion said. "We were lucky to not get injured in this morning's crash. Nagai was trying very hard and he's riding fast. He did a fantastic job today; he rode well and made up for my slow times. My lap times were a bit off, but I did the best I could. Why? I don't know - maybe the settings were a little rough for me, but I don't know. All I know is that it was a pretty good day."

When asked if he was going to return to Japan for the World Superbike round at Sugo, Lawson said: "This is enough. I race cars now. Thank you for your many years of support. You've always been behind us." CN

Suzuka Circuit
Suzuka, Japan
Results: July 31, 1994

QUALIFYING: 1. Scott Russell/Terry Rymer (2:11.924); 2. Shinichi Itoh/Shinya Takeishi (2:12.614); 3. Doug Polen/Aaron Slight (2:12.831); 4. Noriko Fujiwara/Waturu Yoshikawa (2:12.976); 5. Satoshi Tsujimoto/Daijiro Kato (2:13.411); 6. Akira Yanagawa/Thomas Stevens (2:13.415); 7. Takuma Aoki/Nobuatsu Aoki (2:14.420); 8. Niall Mackenzie/Shawn Giles (2:14.833); 9. Tomanari Kinura/Yoshinobu Takahashi (2:14.922); 10. Shunji Yatshishiro/Shuya Arai (2:14.935); 11. Peter Goddard/Scott Doohan (2:14.983); 12. Kenji Osaka/Keiji Tamura (2:14.996); 13. Eddie Lawson/Yasutomo Nagai (2:15.013); 14. Kenichiro Twahashi/Haruchika Aoki (2:15.095); 15. Akira Ryo/Trevor Jordan (2:15.185); 16. Noriyuki Haga/Masanari Hirayama (2:15.565); 17. Nichio Izumi/Hitoyasu Izutsu (2:15.744); 18. Yukio Mukuni/Makoto Suzuki (2:15.783); 19. Hiroshi Maruyama/Jun Maeda (2:15.872); 20. Toshiya Kobayashi/Alex Vieira (2:15.895); 21. Tomohiko Kaneyasu/Yoshiyuki Arakaki (2:16.319); 22. Akira Shiina/Yoshifumi Takamiya (2:16.657); 23. Masato Mogi/Toshiharu Kawada (2:16.871); 24. Yasumori Kondo/Katsuyoshi Takahashi (2:16.905); 25. Koji Kitao/Toshiyuki Arakaki (2:17.072); 26. Yasumasa Hatakeyama/Yoshiyeru Konishi (2:17.105); 27. Hirotada Nishida/Manabu Kamada (2:17.127); 28. Takeshi Tsujimura/Tomomi Manako (2:17.390); 29. Roy Leslie/Hidetoshi Doi (2:17.455); 30. Shinchiro Imai/Motoki Sato (2:18.183); 31. Shigenasa Miwa/Kyoichi Yoshii (2:18.471); 32. Takatoshi Onishi/Nick Hopkins (2:18.593); 33. Mitsuo Saito/Takayoshi Yamamoto (2:18.631); 34. Yoshihiro Taira/Shintarok Yagi (2:19.230): 35. Hiroshi Tsubaki/Yasuo Kamiyama (2:19.306); 36. Shinichiro Dura/Hiroyuki Kikuchi (2:19.375); 37. Takeshi Harada/Masanori Hanawa (2:19.841).

SUZUKA 8-HOUR: 1. Polen/Slight (Hon); 2. Russell/Rymer (Kaw); 3. Itoh/Takeishi (Hon); 4. Lawson/Nagai (Yam); 5. Kitagawa/Tsukamoto (Kaw); 6. Yatsushiro/Arai (Hon); 7. Iwahashi/Aoki (Hon); 8. Yanagawa/Stevens (Suz); 9. Kobayashi/Vieira (Hon); 10. Izumi/Izutsu (Kaw); 11. Mackenzie/Giles (Suz); 12. Ryd/Jordan (Kaw); 13. Tsujimura/Manako (Hon); 14. Osaka/Tamura (Hon); 15. Maruyama/Maeda (Hon); 16. Kumura/Takahashi (Kaw); 17. Goddard/Doohan (Suz); 18. Okada/Hikita (Hon); 19. Kitao/Arakaki (Hon); 20. Kunimatsu/Toland (Hon); 21. Serikawa/Ota (Hon); 22. Taira/Yagi (Hon); 23. Harada/Hanawa (Yam); 24. Onishi/Hopkins (Yam); 25. Senmyo/Haraguchi (Hon); 26. Nogi/Kawada (Yam); 27. Kaneyasu/Sugai (Hon); 28. Tomishige/Yamada (Hon); 29. Tomita/Hyuga (Hon); 30. Nakata/Tanimura (Yam); 31. Suzuki/Hayashi (Yam); 32. Komatsu/Kawase (Suz); 33. Yamanaka/Tottori (Hon); 34. Shinjyo/Kubota (Hon); 35. Saito/Yanamoto (Yam); 36. Yamakawa/Higashimura (Kaw); 37. Aoki/Aoki (Hon); 38. Nagao/Honda (Duc); 39. Sugesaw/Ito (Kaw); 40. Oura/Kikuchi (Yam); 41. Fukami/Takemi (Yam); 42. Miwa/Yoshei (Hon); 43. Tanaka/Shiozaki (Yam); 44. Marimatsu/Kikugawa (Kaw); 45. Imai/Sato (Kaw).

Time: 6 hours, 52 min., 49.056 sec.
Distance: 183 laps, 666.303 miles.
Average Speed: 96.695 mph.
Margin of Victory: 0.288 sec.
Fastest Lap: Scott Russell, 2:11.026/99.88 mph, Lap 5.

CYCLE NEWS

VIDEO THEATER

Order from the greatest selection of motorcycle video tapes available FREE SHIPPING!

■ MOTOCROSS ■■■

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

■ SUPERCROSS ■■■

(#325) Throttle for the Gold
The story of the 1990 Supercross Series: racing full throttle, criss-crossing the USA, Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo.

■ TOURING & ROAD RIDING ■■■

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

■ ROAD RACING ■■■

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#401A) '94 British World Superbike
Scott Russell, Carl Fogarty, Doug Polen and Troy Corser go head-to-head at the opening round of the '94 WSB Series at Donington Park. 47 minutes from Motovideo.

(#402A) '94 German World Superbike
Muzzy Kawasaki's Scott Russell shows impressive form in defending his WSB title in the second round of the series on the legendary Hockenheimring circuit. 47 minutes from Motovideo.

(#403A) '94 Italian World Superbike
Italian pride meets world-class talent as the factory Ducati riders mix it up with Muzzy Kawasaki's Scott Russell and Castrol Honda's Aaron Slight. The 3rd round of the series at Misano on a scorching-hot weekend was loaded with surprises, including mechanical failures, crashes and controversy over legality of top riders' race fuel. 47 minutes from Motovideo.

(#251) '94 Phoenix AMA National Road Race
Ferracci Ducati's Troy Corser established his dominance over the Superbike field at Phoenix on a track he had never before seen. Additional classes covered include 250GP, 600 SuperSport, 750 SuperSport, H-D Twinsports and more. Two 47-minute tape package (94 minutes total) from Motovideo.

(#252) '94 Pomona AMA National Road Race
After much protest & controversy, Troy Corser, Colin Edwards II, Takahiro Sohwa, and Jamie James got down to racing at the Pomona Fairplex facility. Second video covers highlights of action from 250GP, 600 SuperSport, 750 SuperSport, H-D Twinsports and EBC Challenge races. Two 47-minute tape package (94 minutes total) from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEinea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

■ SPEEDWAY ■■■

(#45C) 1993 US Speedway Nat'l C'Ship
America's top riders go head to head to see who will wear #1 in 1994. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet at Tucson, Arizona to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

■ CRASHES ■■■

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147A) Bonzai Blackwater
"High Muddy Water" - the sequel to "Mud Wars" - features the latest footage from Blackwater '93 with the most current, thrilling, and spine tingling view of the insanity of this famous motorcycle and ATV extravaganza. 55 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video.

■ DIRT TRACK ■■■

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

■ VINTAGE ■■■

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA.

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Duke Video USA.

(#116) Racing into History
Four famous British circuits & legendary heroes: John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton; and the '58 Isle of Man TT. 55 minutes from Duke Video USA.

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster; also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Features Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held

at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, and Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

■ ENDURO & DUAL SPORT ■■■

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "'raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video.

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions.

(#211) 1994 Cycle News/Loretta Lynn Dual Sport Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions.

■ INSTRUCTIONAL & TECHNICAL ■■■

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, to make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#18) "Showtime" Jeremy McGrath
It's America's supercross sensation, Jeremy McGrath, in his all-new whirlwind video. Highlights Jeremy's record-breaking '93 season and gives you the inside scoop on Jeremy at practice and play in Southern California. If you're a big Jeremy McGrath fan, you'll have to own this up close and personal documentary. 90 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension set-up and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle set-up and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA.

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video.

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video.

(#24) The Basics #1/Motorcycle Maintenance
Basic maintenance knowledge specifically for HD motorcycles; applicable to most any brand. Includes information on spark plugs, identifying parts, charging systems, the drive chain and primary chain adjustment, bleeding your brakes and more. 60 minutes from Video Manuals.

(#25A) Big Twin Evo
How to do your own basic maintenance and tuning of your Harley-Davidson Big Twin Evolution model motor. Part of the "Chrome Don't Getcha Home" Video Series. 70 minutes from Video Manuals.

(#100) Rick Johnson's "Motovation"
Rick Johnson shows you how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#135A) Street Smarts II
Picks up where Volume 1 left off, and continues to give you useable street riding techniques and information from well-known riders such as Wes Cooley, Chuck Graves, David Emde, Ca Rayborn III and others who show you more safety techniques you can apply to your street riding. Also features new on-track race footage and on-bike sequences shot on the mean streets of Los Angeles. 45 minutes from Street Smarts Video.

(#135B) Street Smarts III: Danger Zones
"Danger Zones" takes a look at street riding tactics and some of the situations you may encounter on the street, so that when and if they occur, you already have a plan of what you might do to avoid an accident. This video will make you think before you are put on the spot. Contains on-bike footage, computer animation and interviews. 37 minutes from Street Smarts Video.

■ DRAG RACING ■■■

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

■ MOVIES ■■■

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix-90 minutes from KWB Marketing Group.

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA.

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Setting new perimeters

The new KDX200 loves the rocks, but some people might not like the KDX's taller seat height. To compensate for the extra half inch, the seat is significantly more narrow. Despite all the changes, the new KDX still *feels* like a KDX - only better.

By Kit Palmer
Photos by Chris Jonnum

It was bound to happen. The Kawasaki KDX200 has gotten serious. . . *really* serious.

What was perhaps the most user-friendly and most easily adaptable off-road bike ever made - the KDX200 - has now crossed the boundary into a full-on, full-race off-road dirt bike.

This becomes especially evident when you look at the KDX's new frame. The previous skeleton was put in the closet for a more modern and more rigid perimeter structure, one that is nearly identical to that used in the Kawasaki KX125 and 250cc MXers. Kawasaki claims the new box-section and tubular, high-tensile steel perimeter frame is 24% stronger than its predecessor - we'll just have to take their word for it on that one - and a new geometry is designed to give the '95 KDX even quicker turning abilities than before.

Now for the bad news. Along with the new perimeter frame comes a new seat height - 36.2 inches to be exact, and that's almost a full half-inch taller than before. One of the KDX's biggest assets in the past was its non-intimidating low seat height. Nearly anyone could plant both feet firmly on the ground while not in motion, which not only gave the rider a more confidence inspiring feeling but helped out immensely while paddling over rough ground, like over big rocks and through deep water crossings. Okay, a half an inch might not seem like a whole lot, but for many, it can mean the difference between successfully crossing a rocky stream or tipping the bike over and drowning out the engine. The new KDX, however, is slightly narrower than before which perhaps helps alleviate the problem somewhat.

None of our testers who rode the KDX are under six feet tall, though, so the taller seat height wasn't a problem. In fact, we welcomed the extra 0.4 inches with outstretched arms. As far as the narrower profile, well, one tester liked the narrower seat, while another preferred the wider cushion of the older KDX.

The perimeter frame has what we feel is another major drawback - there is less room for the fuel cell, which is now tightly squeezed-in between the frame's two upper spars. The 1994 KDX held 3.2 gallons, the '95 2.9 gallons. Ouch! That's a pretty big difference, especially for an off-road bike.

Another big change for the KDX is the swap from an inverted fork to a "conventional" fork, which is held in place by new cast aluminum upper and forged aluminum lower triple clamps. However, the new fork isn't as conventional as the word might suggest. Instead, it's a big 43mm top-of-the-line Kayaba cartridge unit with 16-way compression damping settings. The main difference between the two designs - inverted versus conventional - is that the upside design has virtually no flex or give. Okay, so Jeremy McGrath might not want floppy forks when landing off the triple jumps, but how many triples did you see in your last enduro? Plus, we're sure that you had plenty of excuses for not high-pointing the last enduro (we know we did), but we can bet that fork flex wasn't one of them.

However, conventional forks do have their drawbacks. The main one is the underhang, where the fork tubes extend below the front axle. Despite a gull-wing shape on the lower triple clamp, the tubes can and will - at one time or another - hang up in deep ruts and deflect off rocks and roots, quite possibly spitting you over the bars in the process. Now *that* could cause you to arrive at the next check a few seconds late. Plus, conventional forks generally weigh more than inverted forks.

While the argument is valid as to which design works best for off-road use, this really wasn't the main issue when Kawasaki was deciding which fork to mount on the KDX. Instead, it was the money issue. Kawasaki went with the less-expensive-to-produce conventional design Kayabas. In our opinion, it was the right choice.

The fork - though set up a little on the soft side for aggressive riding - performs extremely well. The action was smooth throughout the stroke, but we did give the KDX back to Kawasaki with some decent-sized gouges in the bottoms of the fork tubes.

A steeper head angle, combined with the new frame, a beefier and shorter swingarm and a shorter 56.5 inch wheelbase, gives the KDX excellent turning capabilities. Already a good turner, the new KDX carves its way through the trees even quicker than before.

The 198cc, liquid-cooled, two-stroke engine took on some significant changes, most notably to the KIPS power-valve. The KIPS is now a guillotine-type that replaces the rotary-type KIPS. The new valve is very similar to the one in the KX250, allowing the main exhaust port to be wider at the top. The new valve also controls the port more accurately and fits the piston better for less gas leakage in the low-speed position.

Other internal engine changes included a stronger connecting rod, a rebalanced crankshaft to direct vibration away from the handlebars, a larger clutch, more radiator capacity, a stronger water pump seal, and the hollows in the crankshaft flywheels have lightweight covers to increase the primary compression ratio. Of course, the exhaust pipe is new, too.

All these changes have, indeed, resulted in more punch from the KDX's engine. It's not a drastic improvement over the previous KDX, but there's more pop in every gear, nonetheless. Despite the fact there's more power on tap than before, the new KDX is still as simple as ever to operate. The powerband is buttery smooth and is just as forgiving as before. In search of more snap, we removed the restrictive airbox cover under the seat but that did really nothing except to make the bike louder. If anything, the KDX lost a little punch off the bottom, but gained a little in the middle.

In box stock condition, we'd just as soon leave the cover in place.

Even with all of the restrictive, horsepower-robbing, anti-noise devises in place, the KDX performs quite well, and there really isn't any need to immediately overhaul the bike as soon as you get it home. We have no doubt, though, that the new KDX has plenty of potential. You can just tell that there's plenty of horsepower in there, just waiting to be freed.

Despite all the major changes - perimeter frame, conventional forks and souped-up motor - our worst fears didn't become a reality - yes, the KDX still *feels* like a KDX, but a better one at that. It has more power from top to bottom, it's better suspended, and the little woods racer turns quicker than ever. But what will loyal KDX owners or prospective buyers think of the taller seat height and smaller gas tank? That's our only question. Only time will tell.

There is no doubt in our minds that the KDX is aimed more towards the serious off-roader than ever before, which ought to broaden the KDX's appeal. Not only should the new KDX maintain its attraction to the not-so-serious off-road racer or the weekend trail rider like it has in the past, but should also now tempt more hard-core competitors than before.

Another aspect of the KDX that made it so appealing in the past was its affordable price, but in spite of the perimeter frame and all of the other changes, we were pleasantly surprised to see that the suggested retail price of the KDX200 didn't put a hole in the ceiling. Usually you can expect at *least* a $100 to $200 price increase every year for any new model, no matter if any changes were made or not. The new KDX climbed *just* $400 to $3999, and when you consider all of the updates, that really isn't too bad, especially when you compare that price with the Kawasaki KLX250 four-stroke, which carries a $4699 tag.

But you can rest assured that the *new and improved* Kawasaki KDX200 is still - a KDX200. And that is saying a lot. CN

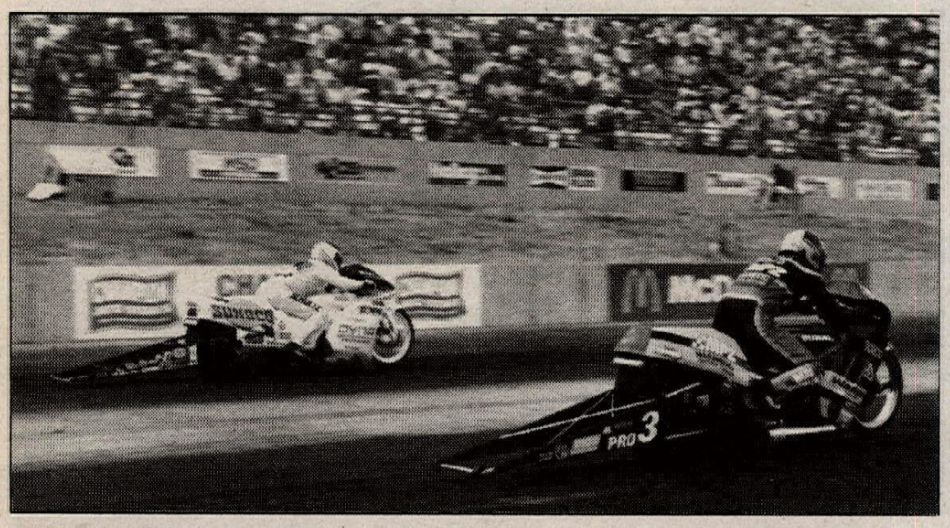
(Above) The '95 Kawasaki KDX200 gets a stronger, perimeter frame, just like KX125 and 250 MXers. Unfortunately, one side effect is that there's less room for the gas tank, which has shrunk from 3.2 to 2.9 gallons. (Left) Kawasaki reverted back to the "conventional" fork design on the KDX - it now uses a big 43mm cartridge Kayaba unit. It works extremely well.

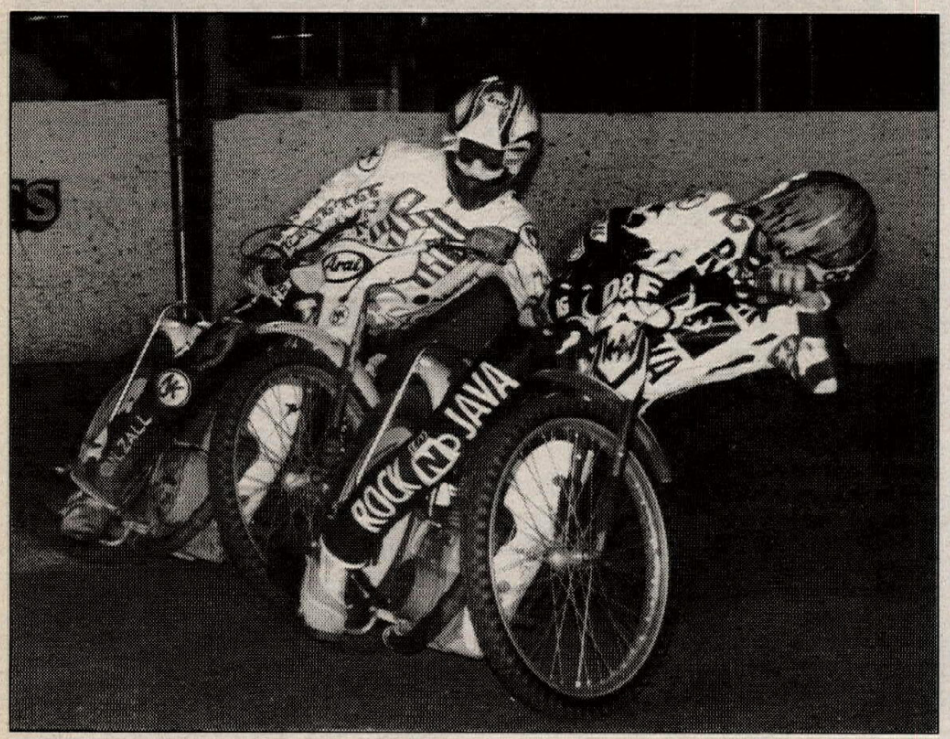
While Cycle News belives the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.

Kawasaki KDX200H

Specifications

Engine Type	Liquid-cooled, two-stroke, single
Bore x stroke	66.0mm x 58.0mm
Displacement	198cc
Compression ratio	7.9:1
Carburetor	Keihin PWK 35mm
Lubrication system	Premix (32:1)
Starting system	Primary kick
Ignition system	CDI
Spark plug	NGK BR8ES
Drive system	Chain
Transmission	6-speed
Final reduction ratio	47/13
Clutch	Wet, multi-disc
Frame Type	Perimeter
Suspension (front)	Telescopic fork, conventional, 43mm, cartridge Kayaba
Suspension (rear)	Single shock swingarm, Uni-Trak
Wheel travel (front)	11.4 in.
Wheel travel (rear)	11.8 in.
Caster (rake angle)	26.5°
Trail	4.3 in.
Tire (front)	80/100-21 51M K490 Dunlop
Tire (rear)	100/100-18 59M K695 Dunlop
Brake (front)	220mm, single disc
Brake (rear)	190mm, single disc
Dimensions	
O/A length	83.46 in.
O/A width	35.04 in.
O/A height	48.43 in.
Wheelbase	56.50 in.
Ground clearance	13.39 in.
Seat height	36.22 in.
Dry weight (claimed)	222.40 lbs.
Fuel capacity	2.9 gal., 0.8 gal. reserve
MSRP	$3999





NHRA Mopar Parts Mile-High Nationals

Schultz is king of "The Mountain"

By Todd Veney

DENVER, CO, JULY 22-24

Just for something different, Dave Schultz didn't qualify first, or even second, at the NHRA Mopar Parts Mile-High Nationals. He toyed with other Pro Stock Bike contenders during qualifying, then in eliminations took several large steps toward what will be his third NHRA Winston Pro Stock Championship in the last four years.

For Schultz, who rode over his foot on a qualifying run, his final-round victory over John Smith at Bandimere Speedway, on the eastern fringe of the Rocky Mountains, was less lopsided than usual but just as effective.

John Myers, the only other to have won the Mile-High Nationals (1992), the only one to have beaten Schultz anywhere in more than a year - and Schultz's usual final-round opponent, met him in the semifinals and not the finals this time because of Schultz's unexpectedly low qualifying position of third. Myers, seeded number two with a 8.177/164.53, just one-thousandth-of-a-second behind pole-qualifier Smith, was stacked on the same side of the ladder as Schultz and NHRA's other top-four rider this year, James Bernard.

You don't win more than 95 percent of your rounds over a period of more than a year - as Schultz has since his drag racing record seven-race win streak began at this event one year ago - without a little luck, and Schultz got some in the first round against 16th and last qualifier Paul Zahalan. He advanced over Zahalan's 8.88/147.66 with just an 8.33/161.92 when his Sunoco Suzuki momentarily popped out of second gear. Had it happened in a later round, against a faster, more experienced opponent, it would have meant defeat even at Denver, but everything is rolling Schultz's way now.

(Top) Dave Schultz (far lane) defeated John Smith (near lane) to win the Mopar Parts Mile High Nationals at Bandimere Speedway. (Above) Jim Sisemore (left) tried to use the outside line to pass leader Charlie Venegas (right) in the inaugural Scratch main at Vallejo Speedway. Venegas cruised to victory after Sisemore's Weslake motor failed.

After that reprieve, he went about the business of advancing through the middle rounds - without lane choice or a raceday baseline - against the second and fourth ranked riders on the NHRA circuit all year, Star Racing teammates Myers and Bernard while Smith, riding John Noard's Minneapolis-based Torco/Anoka Ramsey Speed Center Suzuki, met little resistance on the other side of the ladder.

In the final, Smith left .002-of-a-second ahead of Schultz in the last round, and, with an 8.22/167.81, was quicker than Schultz had been all day until that point. The finalists split the Bandimere Speedway track records, Smith with an unbelievable 167.81-mph speed, Schultz with his winning 8.170 e.t.

Schultz now leads Myers, his only threat for the Winston Championship, by about 1662 points, meaning that if he can just advance to the semifinals at the season's remaining five stops, Brainerd, Indianapolis, Reading, Topeka, and Pomona, Myers would have to win four and finish second at the other to overtake him for the 1994 Championship. CN

Results

P/S: Dave Schultz (Suz) 8.17/163.45 def. John Smith (Suz) 8.22/167.81.
NHRA WINSTON PRO STOCK POINTS STANDINGS (after 3 of 11 rounds): 1. David Schultz (6834); 2. John Myers (5172); 3. John Smith (3960); 4. Jim Bernard (3554); 5. Russ Nyberg (3318); 6. Michael Phillips (3106); 7. Hector Arana (2996); 8. Ron Ayers (2294); 9. Nigel Patrick (2084); 10. Gary Tonglet (2040).

Vallejo Speedway Opener

Venegas victorious at Vallejo

By Gen Moore

VALLEJO, CA, JULY 30

Charlie Venegas opened up a new era by taking both the Handicap and Scratch main events in front of packed grandstands on opening night of the new Saturday Night Thunder-promoted speedway track at the Solano County Fairgrounds.

Venegas was certainly the crowd favorite, as he was raised in Vallejo. Coming through the junior program, Venegas, who finished third in the 1993 U.S. National Championship, got his start as an expert in northern California before moving to southern California. Venegas is the current World Ice Champion, a title he has held for two years.

The Handicap main event got off to a roaring start as Vance Felicio and Harlan Bast Jr. led the field into the first turn. But, in the second turn, Felicio went down and Tom Hedden got caught in the aftermath, causing a restart. Bast Jr. got the lead alone on the restart, but Jim Sisemore and Venegas were quickly closing the gap. Fans witnessed a fantastic show as Venegas and Sisemore raced wheel to wheel for several laps as they battled for second. Bast Jr. continued to lead and was able to hold off his challengers until the very last corner when he hit a hole. He was able to keep control and stay upright, but, in the process, Venegas found the opening he had been waiting for and took full advantage of the situation. As a result, he was able to cross the line first for the win. Bast Jr. maintained his position and finished in second place ahead of a charging Sisemore.

Venegas came off the pole in the Scratch main event to lead the entire race from start to finish. Sisemore was putting on the pressure until the second turn when his engine gave up. From then on, the riders looked like a freight train as they circled the track for the remaining laps with Venegas leading Bart Bast and Darrell Busby to the checkered flag for his second main event win of the night.

"Racing down south is getting to be like a job," Venegas said. "Here I can be with my family and friends, eat dinner at home, and drive a very short distance to the races. This is just pure fun." CN

Results

HDCP: 1. Charlie Venegas (Jaw); 2. Harlan Bast Jr. (Jaw); 3. Jim Sisemore (Wes); 4. Bart Bast (Jaw); 5. Tom Hedden (Jaw).
SCRATCH: 1. Charlie Venegas (Jaw); 2. Bart Bast (Jaw); 3. Darrell Busby (Wes); 4. Jim Sisemore (Wes).
D-2: 1. Larry Hesseman; 2. Bill Newby.
D-3: 1. Gregg Howell; 2. John Gregg.
JR: 1. Travis MacDonald.

Moural whips 'em at Cycleland Supercross

By Rex Harris

CHICO, CA, JULY 22

Lowell Moural parked his usual 125cc ride for a 250 and proceeded to win the 250cc feature at Cycleland's Summer High Point Series.

At the start it was Moural out front, quickly followed by Scott Davis, Ryuichi Yamada, J.R. Mason, and Chris Verboon. As the pack exited the whoops and headed for the first big double, Davis got sideways, lost traction, and Yamada doubled past to take over second. Yamada then set off after Moural. Davis, meanwhile, had begun to gather steam and quickly closed on Yamada, dicing side-by-side for a lap or so before Yamada overshot a berm and let Davis, Mason and Verboom by.

At the halfway mark it was still Moural out front and entertaining the capacity crowd with his wild 70-foot clickers, while Davis was riding smoothly and in second. Further back, Mason was coming under a lot of pressure from Verboom and Yamada. Yamada repassed both Verboom and Mason in spectacular fashion by tripling over a side-by-side Mason and Verboom. Verboom finally got around Mason, but was some distance back from Yamada now.

At the checkers it was Moural with the win followed by Davis, Yamada, Verboom and Mason rounding out the top five.

In 60cc action, it was Robert Harold grabbing the holeshot with Eric Nye, Brandon Triplett, Danial Fowler, and Brent Triplett in tow. Harold and Nye quickly distanced themselves from the rest of the field and began a race of their own. As the pair approached a big double, Harold took the low inside line while Nye went high on the berm. Nye had the momentum he needed and doubled past Harold. Lap after lap these two traded the lead back and forth with Nye finally gaining the upper hand. Nye established a slight lead over Harold when they began to encounter lapped traffic. Nye came upon a slower rider at the face of a jump, had to change lines in midair, and cased the landing hard. This miscue was all Harold needed as he leaped past for the lead. Nye quickly recovered but time ran out before he could run down Harold again. At the finish it was Harold first, followed by Nye, Fowler and Brandon Triplett ahead of his brother Brent.

Results

P/W: 1. Kyle Corchero (Yam); 2. Bobby Barnes (Yam); 3. Adam Kowalezyk (Yam); 4. Darren Nye (Yam); 5. Jacob Eissler (Yam).
60: 1. Robert Harold (Kaw); 2. Eric Nye (Kaw); 3. Danial Fowler (Kaw); 4. Brandon Triplett (Kaw); 5. Brent Triplett (Hon).
80: 1. Jarred Fisher (Suz); 2. Aaron Burns (Yam); 3. Daniel Blair (Suz); 4. Evan Laughridge (Yam); 5. J.J. Cummings (Suz).
125: 1. Dylan Blackwell (Hon); 2. Richard Morgan (Suz); 3. Kurt Favre (Hon); 4. Glen Williams (Suz); 5. Stu Perry (Hon).
250: 1. Lowell Moural (Hon); 2. Scott Davis (Kaw); 3. Ryuichi Yamada (Suz); 4. Chris Verboom (Hon); 5. J.R. Mason (Hon).

Bast, Sisemore awesome at Auburn Speedway

By Gen Moore

AUBURN, CA, JULY22

Bart Bast and Jim Sisemore, who have been competitors since their days as Juniors, scored wins at Auburn Speedway in Gold Country Fairgrounds in Auburn. Bast captured gold in the Handicap main, while Sisemore took his victory in yet another Scratch main.

Bast, starting from the 50 yard line, passed the entire field to win the Handicap main event. By the end of the third lap, he had passed three of the riders and was in third place behind Mark Squadrito and Steve Martynse. Bast found traction on the outside which is quite unusual for him, as his customary line is riding strictly on the pole. The track was quite wet, giving Bast the opportunity to do all of his passing on the outside. As the white flag was waved it looked as if Squadrito might hold off Bast to win the event, but in the back straight, Bast powered past Squadrito to take the lead and finally the checkered flag. At the finish it was Bast in first, Squadrito in second, and Robert Curry in third, as Martynse had fallen in the corner on the last lap. "The track was really great tonight," said Bast. "I was able to find traction on the outside which really helped me win the race."

In the Scratch main, Brent Werner, a former Junior National speedway champion, was into the corner first with Jim Sisemore right behind

him on the outside. Bast was right there trying to gain advantage as well, while Bob Hedden had not gotten the best of starts and was riding behind all three but still in contention. As they crossed the finish line for the start of the second lap, Sisemore made the pass for the lead. Werner failed to get a good drive out of the corner, allowing Hedden to get by on the outside, as Bast passed on the inside. This maneuver put Bast in second and Hedden in third respectively. Hedden was also able to get by Bast and challenge Sisemore for the lead but wasn't able to take it away. As they came to the line Sisemore finished first with Hedden right on his tailpipe in second. Bast was close behind in third.

In Division II, fans were treated to a spectacular main event, as Matt Becker, recently moved up from the Junior program, bested the field.

Results

HDCP: 1. Bart Bast (Jaw); 2. Mark Squadrito; 3. Robert Curry.
SCRATCH: 1. Jim Sisemore (Wes); 2. Bob Hedden (Jaw); 3. Bart Bast (Jaw); 4. Brent Werner (Jaw).
D-2: 1. Matt Becker.
D-3: 1. Mike Gildersleve.
JR: 1. Ian Essary; 2. Travis MacDonald.

Nelson stars at Barona Oaks Motocross doubleheader

By Homer Eubanks

RAMONA, CA, JULY 24

Dustin Nelson was hot when Barona Oaks pulled double duty, hosting both the California Mini Motorcycle Club CMMC regular series and Continental Motorcycle Club CMC Summer Series MX events on the same day. The two events drew 158 riders competing in over 30 separate classes.

Nelson had a good day going until John Emerson upset his clean sweep. Nelson had his way in the 125 and 250cc Intermediate classes, then appeared headed for victory in the 125cc (16-21) class by taking the first-moto win. Emerson holeshot both motos with Cory Bender trailing each time. Nelson was able to take the second spot on lap two, and while pressuring Emerson, dropped his Kawasaki when landing the step-up triple on lap three. Bender inherited the second spot and Emerson was able to take the win. Nelson remounted for third. Emerson's win and second place in round one earned him overall honors.

In the first 80cc Expert moto, Andy Harrington holeshot with Josh Tarantino attached to his rear fender. The two swapped the lead a couple of times during the first two laps until Tarantino got some relief when Harrington crashed his Kawasaki, but Harrington was able to come back and make a final attempt at the finish line. However, Tarantino was still able to take the win. In the second 80cc Expert moto Tarantino let Sean Hamblin do most of his work for him after Jiri Dostal had holeshot with Harrington lined up second ahead of Tarantino. Harrington applied pressure throughout the first four laps by trading places with Dostal on several occasions. Then with two laps to go, Tarantino slipped by Harrington. Tarantino carried his momentum into the last lap and also found his way around Dostal for the win.

The super 80cc battle continued into the Supermini class. Harrington holeshot round one. Harrington closed in but let Dostal take the second spot early on. Dostal had some real estate to make up on Tarantino but got his break on the last lap when Tarantino dropped his ride. He was able to remount for a last-ditch effort, but Dostal crossed over first. In the second moto, Harrington led the pack through turn one with Dostal second. Dostal and Harrington were putting on a good race until the third lap. Dostal put a hockey-style block-pass on Harrington, and Harrington fell. Tarantino took up the challenge and was able to take the win away from Dostal on the last lap.

Bobby "Wild Child" Bonds rode the rear wheel off Sean Hamblin's Yamaha during moto one of the 80cc (9-11) Stock class. Hamblin holeshot and held the lead until two laps remained. Bonds had dogged him the entire race, and when Hamblin got a flat rear tire, Bonds inherited the win. Hamblin came back in the second moto to win but his fifth-place finish in moto one cost him the overall.

Jon Meyers rode twice as hard as Eric Hunt in the 80cc Beginner class but had to settle for second fiddle to Hunt. Meyers got caught in a turn one incident and had to come from next to last to finish fourth in moto one. Meyers got a mid-pack start in a field of 17 riders in the second race but worked his way into the lead on the last lap. Hunt, however, earned overall with a first and third on the day.

Results

CMMC
INTRO TO MX: 1. Michael Feist (Hon); 2. Richard Lloyd (Hon); 3. Gary Motshager (Yam); 4. Anthony Crum (Kaw).
P/W F/T: 1. Ivan Shultz (Yam); 2. Jake Bissonnette (Yaw); 3. Kyle Summers (Yam); 4. Mark Proacelle (Yam); 5. Aimee Jones (Yam).
P/W STK (0-8): 1. Ryan Beat (Yam); 2. Cas Swift (Yam); 3. AJ Lee (Yam); 4. Bryanna Bendict (Yam); 5. Phillip Bruscella (Yam).
P/W SEM-MOD (0-8): 1. Ryan Beat (Yam); 2. Chris Caudillo (Yam); 3. Ronan Summers (Yam); 4. Anthony Houser (Yam).
JR CYCLE BEG (0-8): 1. Steven Ross (Kaw); 2. Zac Wray (Kaw); 3. Billy Bloom (Kaw); 4. Cas Swift (Kaw); 5. Bryanna Benedict (Kaw).
JR CYCLE STK (0-8): 1. Ryan Beat (Kaw); 2. Ronan Summers (Kaw); 3. Anthony Houser (Kaw); 4. Andrew Wageman (Kaw); 5. Chris Caudillo (Kaw).
JR CYCLE STK (9-11): 1. Emitt Kling (Kaw); 2. Jesus Camillas (Kaw); 3. Anthony Bruscella (Kaw); 4. Dustin Good (Kaw); 5. Clinton Pierce (Kaw).
80 STK (9-11): 1. Bobby Bonds (Kaw); 2. Emitt Kling (Suz); 3. Sean Hamblin (Yam); 4. Billy Laninovich (Kaw); 5. John Hopkins (Kaw).
80 MOD (9-11): 1. Jesus Camillas (Yam); 2. Corey Macomber (Suz); 3. Sean Peer (Yam); 4. Jay Dee Santiago (Kaw); 5. Travis Bemis (Yam).
80 BEG: 1. Eric Hunt (Suz); 2. Jon Meyers (Kaw); 3. Edward Chighizola (Yam); 4. Travis Frink (Yam); 5. David Wittmer (Suz).
S/MINI: 1. Josh Tarantino (Yam); 2. Jiri Dostal (Suz); 3. Andy Harrington (Kaw); 4. Scott Conley (Kaw); 5. Sean Hamblin (Yam).
80 NOV STK: 1. Colby Raymond (Suz).
80 EX: 1. Josh Tarantino (Yam); 2. Jiri Dostal (Suz); 3. Andy Harrington (Kaw); 4. Scott Conley (Kaw).
125 BEG: 1. Justin Blower (Kaw); 2. Jason Beck (Yam); 3. Zach Canizales (Suz); 4. Wiley Davis (Kaw); 5. Steven Crum (Yam).
125 (12-15): 1. Manny Arias (Yam); 2. Jason Smith (Suz).
125 (16-21): 1. John Emerson (Suz); 2. Duatin Nelson (Kaw); 3. Cory Bendor (Suz); 4. Josh Williams (Hon).
125 NOV STK: 1. Bryan Currie (Kaw); 2. Bryan Cox (Hon); 3. Daniel Nichols (Kaw); 4. Jason Smith (Suz); 5. Pete Roles (Suz).
125 NOV MOD: 1. Josh Williams (Hon); 2. Damian Paterson (Kaw); 3. John Duffy (Yam); 4. Jimmer Hollow (Suz); 5. Shawn Ireland (Suz).
125 INT: 1. Dustin Nelson (Kaw); 2. Cory Bender (Suz); 3. John Emerson (Suz); 4. Jon Raymond (Suz).
250 NOV: 1. Daniel Nichols (Suz); 2. Wilson Nichols (Suz); 3. Pete Roles (Suz); 4. Deron Stedman (Hon).
250 INT: 1. Dustin Nelson (Kaw).
OLD PHARTS: 1. Del Ocheltree (Suz); 2. Chris Swift (Yam); 3. Jim Beck (Kaw); 4. Louie Peick (Hon); 5. Mathew O'Carroll (Suz).
CMC SUMMER SERIES
P/W STK BEG: 1. Ryan Piattoni (Yam).
60 (0-8): 1. Robert Seeds (Kaw).
80 (7-11): 1. Bryan Jaramillo (Kaw); 2. Bobby Bands (Kaw).
80 (12-13): 1. Tim Langton (Kaw).
125 JR: 1. Steve Roles (Suz); 2. Jimmer Hollow (Suz); 3. Matt Puccio (Kaw); 4. John Duffy (Yam); 5. Dean Beauchamp (Suz).
125 INT: 1. Joe Ryan (Suz).
125 BEG: 1. Jason Beck (Yam); 2. Kevin Summers (Suz); 3. Scott Kelly.
250 INT: 1. Joe Ryan (Suz); 2. Cole Gress (Suz).
250 JR: 1. Pete Roles (Suz); 2. Edward Moore (Yam); 3. Roger Oveb (Yam); 4. Deron Stidman (Hon).
250 BEG: 1. Dominic Gayton (Yam).
500: 1. Mike Brown (Hon).
30+: 1. Bob Shimp (Suz).
VET INT: 1. Scott Wilkinson (Hon); 2. Steve Piattoni (Suz).
VET JR: 1. Edmond Moore (Yam); 2. Terry Macroe (Suz); 3. Robert Seeds (Suz).
VET BEG: 1. Tim Briney (Hon); 2. Bill Bacon (Suz).

Faria doubles again at Glen Helen Speedway

By Elaine Jones
Photo by Jim Thorn

SAN BERNARDINO, CA, JULY 20

It was BMW night at Glen Helen Speedway and Mike Faria gave the many Beemer owners a lot to cheer about as he captured wins in both main events on the largest regular speedway track in Southern California.

After a few weeks hiatus, the championship-style Scratch format was back in place, and after four rounds, Faria was tied with Eddie Castro, each having 14 points. Charlie Venegas was sitting alone with 12, and Josh Larsen, back from Europe, squeaked into the Scratch main with 10. Faria drew the pole with Castro in two, and Faria and Larsen in three and four, respectively.

The gate went to Faria, and Larsen was right with him while Castro was held at bay when he couldn't get to the outside and get the 22-inch tire he was running into the dirt. Venegas, in fourth, couldn't figure out where Castro was going to be, and, after a couple of tries, decided not to press for the pass. Faria crossed the stripe for the win with Larsen, Castro and Venegas finishing second through fourth.

It took Faria three laps to come from the eighty yard line and take the lead from Mitch Hall. Larsen took a little longer, since he had to get by Jeremy Aden, who did an excellent job holding him off. Larsen would get the second with Aden third. Jerry Black also got around Hall to pick up fourth.

Six sidecar teams got the fans on their feet as Gardner and Lynch broke on top with Horsley and Medberry a close second, and McIntyre and Ketcham third. One lap later, McIntyre and Ketcham and the BMW team of Edwards and Brown got by Horsley and Medberry to take the top three spots. On the third lap, McIntyre and Ketcham got by Gardner and Lynch to take the lead. Horsley and Medberry came battling back and took third from Edwards and Brown.

Crowd favorite Ryan Fisher led the Junior Main from start to finish. Steven Downing and Jimmy Fishback Jr. definitely put the pressure on, but Fisher kept his cool and collected the gold. Dave Berry was the top dog in the Support main, going wire to wire. John DeFries was second with Doug Ubie rounding out the field in third.

Mike Faria (9) proved to be unstoppable at Glen Helen Speedway, manhandling the competition for victories in both main events.

Results

SCRATCH: 1. Mike Faria (GM); 2. Josh Larsen (GM); 3. Eddie Castro (Wes); 4. Charlie Venegas (Jaw).
HDCP: 1. Mike Faria (Jaw); 2. Josh Larsen (GM); 3. Jeremy Aden (Jaw); 4. Jerry Black (Wes); 5. Ronnie Kemp (Wes).
SDCAR: 1. McIntyre/Ketcham (Kaw); Gardner/Lych (Kaw); 3. Horsley/Medberry (Hon); 4. Edwards/Brown (BMW); 5. Anderson/Bowles (Kaw).
JR: 1. Ryan Fisher (Wes); 2. Steven Downing (Wes); 3. Jimmy Fishback Jr. (Jaw); 4. Michael Hull (Wes); 5. Jeremy Simmons (Yam).
SUP: 1. Dave Berry (Jaw); 2. John DeFries (Jaw); 3. Doug Ubie (Jaw); 4. Roberto Guerrero (Wes); 5. Richard Gaydos (Wes).

Robey takes Westmoreland Olympiad Motocross

By Sheri Cothran

WESTMORELAND, KS, JULY 17

After competing in four separate events, Rob Robey was the overall winner at the first annual Outlaw Motocross Series Olympiad hosted by the NorthEast Kansas Motocross.

Riders competed in three separate tests, the first of which was the hare scrambles course, followed by TT scrambles and then motocross.

The hare scrambles portion of the event started with the Expert class freight-training through the woods. Chris Hunter, Robey and Chad Spidell sliced and diced back and fourth through the woods throughout the two-lap test with Robey and Spidell arriving at the scoring area side by side. Robey took the first position by a fraction of an inch. Slick course conditions took their toll on some; a slop-covered Bill Holding exited the competition after only one lap.

Tony Groves took the holeshot in the Amateur class only to lose his position after crashing during the first lap. Of all the Amateur riders in the hare scrambles, Clint McDonald and Tony Edwards were considered the pre-race favorites. However, Edwards stuck his RMX into the side of an extremely muddy creek bank while trying to make a move on Groves early in the first lap. McDonald's luck wasn't much better when he slid off the trail, burying his KDX over the rear wheel in a silt bar. In a good display of sportsmanship, Groves and Edwards both stopped to help the poor McDonald.

As the mud continued to take its toll on the favored front-runners, Jeremy Fund moved into the lead to take first in the test ahead of Rob Goodwin and Jeff Hoover.

The TT scrambles test offered some of the most thrilling racing ever seen on the only course of this type in Kansas. Spidell was forced off of the course when four riders attempted to race abreast through the second turn before the completion of the first lap, causing a restart of the race. After the restart, Hunter, Robey, and Spidell occupied the top three positions to the finish, respectively.

The much awaited motocross test was even more challenging as a "no air" rule was established to add another challenge to an extremely air happy group. Track officials had the pleasure of disqualifying the entire Expert class when the rule proved to be too much for all of them. The Amateur class faired much better with only two disqualifications, allowing "the underdog" Tony Edwards to take the honors ahead of John Knopp and Rob Goodwin.

In the 80cc class, after five disqualifications, Josh Brychta, Jason Goodwin and Michael Fasse arrived home to take the first three spots. The 60cc class was the only class to compete in this test without any disqualifications. Jared Robey finished in front of Sean Hammell.

Results

Hare Scrambles
AM: 1. Jeremy Fund (KTM); 2. Rob Goodwin (Kaw); 3. Jeff Hoover (Hon); 4. Don Bolte (Kaw); 5. John Knopp (Kaw).
EX: 1. Rob Robey (Hon); 2. Chad Spidell (Kaw); 3. Chris Hunter (Suz); 4. Paul Hunter (Suz); 5. Bill Holding (Suz).
TT Scrambles
60: 1. Jared Robey (Kaw); 2. Sean Hammell (Kaw).
80: 1. Eric Fritzson (Kaw); 2. Travis Murray (Kaw); 3. Jared Schroeder (Hon); 4. J.R. Knopp (Kaw); 5. Chris Hoover (Hon).
AM: 1. John Knopp (Kaw); 2. Rob Goodwin (Kaw); 3. Jeff Hoover (Hon); 4. Ken Lile (Kaw); 5. Clint McDonald (Kaw).
EX: 1. Chris Hunter (Suz); 2. Rob Robey (Hon); 3. Chad Spidell (Kaw); 4. Bill Holding (Suz); 5. Paul Hunter (Suz).
Motocross
60: 1. Jared Robey (Kaw); 2. Sean Hammell (Kaw).
80: 1. Josh Brychta (Kaw); 2. Jason Goodwin (Kaw); 3. Michael Fasse (Hon); 4. Kyle McIntyre (Hon); 5. Chris Hoover (Hon).
AM: 1. Tony Edwards (Suz); 2. John Knopp (Kaw); 3. Rob Goodwin (Kaw); 4. Jamie Smith (Kaw); 5. Jeremy Fund (KTM).
Overall
60: 1. Jared Robey (Kaw); 2. Sean Hammell (Kaw).
80: 1. Eric Fritzson (Kaw); 2. Travis Murray (Kaw); Jared Schroeder (Hon); 4. J.R. Knopp (Kaw); 5. Chris Hoover (Hon).
AM: 1. (TIE) Rob Goodwin (Kaw)/John Knopp (Kaw); 3. Jeremy Fund (KTM); 4. (TIE) Ken Lile (Kaw)/Jeff Hoover (Hon).
EX: 1. Rob Robey (Hon); 2. Chris Hunter (Suz); 3. Chad Spidell (Kaw); 4. (TIE) Paul Hunter (Suz)/Bill Holding (Suz).

Denton demolishes Marysville Motocross

By John Silva

MARYSVILLE, CA, JULY 16

Scottish expatriate David Denton raced his DiLoreto Racing/Hansen MX Academy/C.P.E./FMF/Power Bar/Michael's Cycles-sponsored Yamaha to the 125cc Intermediate class win at Riverfront Park.

Denton, who sold all his possessions in his native Scotland recently in order to pursue a career racing in America, almost didn't compete.

"When my bike blew up last week, I thought I was sunk." Denton said. "Thank God for the DiLoretos. Tom bought me a new Yamaha, and I'm very grateful. Now all I have to do is win."

Denton didn't disappoint his new sponsor as he holeshot the first 125cc moto. Denton was swimming in shark infested waters though, as the Honda of Ben Shark was biting at Denton's rear tire. Also in the fray were Juniors Eric Williams, Dan Finley, Stu Perry and Dan Denuzzo. These racers battled for the top positions until mid-race, when Shark fell, and Denuzzo suddenly snagged second behind Denton. The next few laps were action-filled, as Denuzzo, Perry, Finley and Williams tried to fend off Shark, who was attacking from behind, determined to regain front-runner status. Shark eventually climbed up to third behind Denuzzo and Denton. At the finish, the order was Denton, Denuzzo, Shark and Finey with Jess Merrithew joining the top five on the last lap.

In moto two, Denton was quick off the gate, exiting the first turn in front of Finley, Perry, Williams, Shark and the rest of the 125s. Denuzzo played catch-up after gating poorly, but found progress difficult as the top five were jamming out front and Denton roosted into a big lead. Shark was again the man on the move, using the back side of the track to pass all the way up to second. But Denton maintained his advantage and cruised to the finish to claim first, with Shark second, and Finley taking third which was good enough for first in the Junior class.

Jerry Joiner holeshots the Unlimited class field en route to the win at Cartwrights Motocross Park. Joiner was aboard a Kawasaki-framed Honda XR.

Results

250 INT: 1. David Denton (Yam); 2. Troy Durchby (Yam).
250 JR: 1. J.R. Mason (Hon); 2. Jason Sturdevan (Suz).
250 PRO: 1. Chris Neal (Hon).
250 BEG: 1. Mike Segundo (Hon); 2. Mike O'Brien (Hon); 3. Dennis Wheeler (Hon); 4. Christopher Nash (Hon); 5. Dane Bettencourt (Kaw).
125 INT: 1. David Denton (Yam); 2. Ben Shark (Hon).
125 JR: 1. Danny Finley (Kaw); 2. Dan Denuzzo (Kaw); 3. Jess Merrithew (Suz); 4. Eric Williams (Yam); 5. Stu Perry (Hon).
125 BEG: 1. Eddie Marsalla (Kaw); 2. Mike Johnson (Hon); 3. Kevin Fry (Kaw); 4. Fred Schmitt (Suz); 5. Willie Spenser (Kaw).
80 (12-13) ADV: 1. Mike DiLoreto (Yam); 2. Monty Merrithew (Suz).
80 (9-16) BEG: 1. Michael Anderson (Yam).
P/W: 1. Adam Kawalcyzyk (Yam).
VET PRO: 1. Mike Harper (Kaw); 2. Tony Milner (Yam).
VET INT: 1. John Matalamaki (Yam).
VET JR: 1. Mike Gorda (Kaw).
VET BEG: 1. Dennis Wheeler (Hon).
O/T: 1. Ervin Rifenburg (KTM).

Munn reigns at Perris

By Tony Alessi

PERRIS, CA, JULY 23
Eight-year-old Chad Munn posted an incredible four-moto sweep in the 60cc Beginner and 50cc Open classes in round six of the GFI Win A Truck Night Series at Perris Raceway.

In the 50cc Open class, Munn led every lap in both motos, then came right back and easily picked up his second first-place trophy of the night in the 60cc Beginner class. Mike Alessi and Michael Parker kept an eye on the front-runners in the 50cc class, while Justin Lavoie and Carlos Gonzalez took up the charge in the 60cc motos.

John Sanders, who has been seeking his first overall victory in the 125cc Beginner class at Perris, once again, saw the elusive first-place trophy slip away. Sanders smoked the pack in the first moto but a bad start in the second moto erased any hopes he had of winning the overall. Instead, that honor went to David Stanton, who won the second moto.

Results

50 BEG: 1. Garrett Williams (Yam); 2. Jessica Loop (Yam); 3. Jeff Loop (Yam); 4. Sean Martin (Yam); 5. Chad Wicketts (Yam).
50 STK NOV: 1. Jeff Alessi (Yam).
50 S/STK NOV: 1. Steve Brewis (Yam); 2. Michael Parker (Yam); 3. Jeff Alessi (Yam).
50 MOD NOV: 1. Steven Brewis (Yam); 2. Michael Parker (Yam); 3. Jeff Alessi (Yam).
50 S/STK EX: 1. Chad Munn (Yam).
50 OPEN: 1. Chad Munn (Yam); 2. Mike Alessi (Yam); 3. Mike Parker (Yam); 4. Jeff Alessi (Yam).
60 BEG: 1. Chad Munn (Kaw); 2. Justin Lavoie (Kaw); 3. Carlos Gonzalez (Kaw); 4. Ricky Oliver (Kaw); 5. Ryan Weber (Kaw).
60 NOV: 1. Daton Beavers (Kaw).
60 OPEN: 1. Jonathon Shimp (Kaw); 2. Shane Bess (Kaw).
80 NOV: 1. Chris Rogers (Suz); 2. Dustin Ryley (Yam); 3. Josh Ahern (Yam); 4. Cory Williams (Yam).
80 INT: 1. Jonathan Shimp (Suz); 2. Shane Bess (Suz).
80 OPEN: 1. Jerry Aleman (Yam); 2. Robby Couse (Suz); 3. Billy Payne (Kaw).

Grosser storms to Riverfront Motocross win

By John Silva

MARYSVILLE, CA, JULY 23
Scott Grosser raced his Suzuki to a pair of moto wins to take the 125cc Junior class at Riverfront Motocross.

In the first 125cc Junior moto, Marysville regular Kelly Hammer hit the track with a holeshot, then tried to run away from Grosser, who held second place with Danny Finley giving chase in third. Hammer knows his way around the one-mile Riverfront MX track, but Grosser looked hard and found a few new-and-improved lines. By lap three, Grosser used one of those lines to roost past Hammer and into the lead. Grosser and Hammmer went at it for the next two laps, but Grosser hung tough. Eventually, Hammer settled for second while a spread out field remained steady to the finish flag. At the checkered, the order was Grosser, Hammer, Finley and Eric Williams, followed by the rest of the field.

Hammer nailed the start perfectly again in moto two, and again Grosser gave chase, with Williams, Stu Perry, Chris Martinelli, Patrick Winters, and Finley in tow. A battle soon developed between Finley and Winters, and the battling duo's momentum carried them past Martinelli on lap two. Finley's progress was ended by Perry, but Winters made a move and passed Perry to take over fourth place on lap three. Out front, Hammer tried to hide from Grosser, but the wily Suzuki pilot kept Hammer in sight.

At mid-race Finley found the line to move past Perry, and set off after Winters. In the closing laps, Grosser closed in on Hammer, who appeared a bit fatigued as the eight-lap moto wore on. Grosser stole the lead on the final lap, to secure first overall, with Hammer second and Williams third, both for the moto and overall. Finley also made the last lap profitable, passing Winters to snag fourth at the flag.

Results

250 JR: 1. J.R. Mason (Hon); 2. Kevin Roach (Hon); 3. Gary Deemer (Suz).
250 BEG: 1. Michael Segundo (Hon); 2. James Stoneking (Kaw); 3. Bobby Funk (Hon); 4. Raj Takhar (Yam); 5. Mike O'Brian (Hon).
500 AM: 1. Dennis Wheeler (Hon); 2. Phillip Segundo (Hon).
250 INT: 1. Scott Davis (Kaw).
125 JR: 1. Scott Grosser (Suz); 2. Kelly Hammer (Hon); 3. Eric Williams (Suz); 4. Danny Finley (Kaw); 5. Patrick Williams (Yam).
125 BEG: Mike Johnson (Hon); 2. Kevin Fry (Kaw); 3. Seth Martinelli (Suz); 4. Wesley Mastersen (Hon); 5. Willie Spencer (Kaw).
80 BEG 1. Jesse Olson (Hon); 2. Michael Anderson (Yam); 3. Gary Jensen (Kaw); 4. Jimmy Hazel (Hon); 5. Philip Harding (Kaw).
P/W: 1. A.J. Perez (Suz); 2. Justin Holt (Yam); 3. Jesse Harrell (Hon); 4. Bobby Howard III (Yam); 5. Bryar Perry (Suz).
VET PRO: 1. Mike Harper (Kaw).
VET INT: 1. Will Conley (Yam); 2. Dave Porter (KTM).
VET JR: 1. Mike Gopda Sr. (Hon).
VET BEG: 1. Christopher Hodges (Suz); 2. Darin Miller (Yam); 3. Dennis Wheeler (Hon).
O/T MSTR: 1. Richard Schilling (Hon).
O/T INT: 1. Doug Little (Hus).
O/T JR: Bob Jensen (Kaw).

Armstrong grabs the gold at Frontier Days Motocross

By John and Dawn Clifford

CHEYENNE, WY, JULY 24
Cheyenne Cycle Club held its annual Frontier Days MX in grand style with Terry Armstrong piloting his Yamaha to a well deserved victory in the 80cc Novice class.

After pairing down 53 mini riders for the 40-rider main event, Greg Filbert and Jeff Boone holeshot the field as Armstrong, Josh Gutierres and Brandon Syddall gave chase. Boone took the lead until the whoops when Armstrong attacked both riders and passed for the lead. Gutierres wanted to run with Armstrong, but it took him two laps to pass Boone. Armstrong and Gutierres broke away as Boone rode to a strong third overall. Up front, Gutierres pushed Armstrong for three laps and even bumped into the leader's rear wheel while trying to pass, but Armstrong held the lead to the finish.

In the Open Pro class Andy Atkins took top honors in the first moto followed by Shawn Morgan, Keith Campbell, John Merwin and Jaden Barr. After the start, Morgan moved passed Atkins for the lead at the top of the uphill while Wayne Balliett worked up to fourth as Merwin crashed out. Atkins bobbled, and Campbell and Balliett moved up to second and third. Atkins re-attacked and passed Balliett for third.

In the second Open Pro moto, Wayne Balliett and Shawn Morgan jumped out front as Campbell, Atkins and Merwin chased Morgan, who broke free early and went on to win. Campbell and Balliett battled over second with Campbell snagging the honors. Atkins tested Balliett but couldn't pass giving him fourth as David Beavers earned fifth overall.

Results

Vet Nov: l. Barry Lewis (Yam); 2. Craig Buck (Yam); 3. Bob Humiston (Suz); 4. Ed Safford (Kaw); 5. Scott Phillips (Hon).
SR B: 1. Dan Greenwood (Yam); 2. Pete Edminson (Hon); 3. Mark Poindexter (Yam); 4. Ben Eckhardt; 5. Dwight Cantalano (Yam).
250 NOV: 1. Jim Clawson (Yam); 2. Trent Sheild (Yam); 3. Phil Wheeler (Kaw); 4. Lanie Farll (Suz); 5. Nick Susco (Hon).
125 Nov: 1. Corey Perriton (Kaw); 2. Mike Steed (Suz); 3. Nick Bean (Yam); 4. Jeremy Miller (Hon); 5. Ben Sweeney (Kaw).
60 B: 1. Andrew Short (Kaw); 2. Brandon Hightower (Kaw); 3. Cody Jensen (Kaw); 4. Clifton Stroud (Kaw); 5. Brad Allard (Kaw).
P/W NOV: 1. Jon Hill (Kaw); 2. Brady Sharp (Kaw); 3. Jeremy Wilson (Kaw); 4. Nathan Sharp (Kaw); 5. Trevor Monks (Kaw).
WMN: 1. Brooke Renker (Kaw); 2. Cindy Bennett (Hon); 3. Cheryl Place (Kaw); 4. Amanda Clawson (Yam); 5. Carrie McCarthy (Yam).
WMN B: 1. Molly Borke (Kaw).
S/SR: 1. Ed Perrington (Hon); 2. John Beavers (Hon); 3. Bob Eckhardt (Hon); 4. Terry Fryendall (Yam).
SR NOV: 1. Bob Meyer (Kaw); 2. Bill Sherman (Hon); 3. Kile Royer (Yam); 4. Murel Connet (Yam); 5. Roger Burnett (Kaw).
80 NOV: 1. Terry Armstrong; 2. Josh Gutierres (Kaw); 3. Jeff Boone (Kaw); 4. Gregg Filbertt (Yam); 5. Brandon Syddall (Kaw).
250 B. 1. Mitch Eckhardt (Yam); 2. Lyle Schrock (Yam); 3. Eric Dillow (Yam); 4. Mick Kouteoukos (Hon); 5. Dan Winn (Yam).
OPEN PRO: 1. Shawn Morgan (Kaw); 2. Keith Campbell (Yam); 3. Wayne Balliet (Yam); 4. Andy Atkins (Kaw); 5. David Beavers.
VET PRO: 1. Bryan Curtis (Yam); 2. Mark Flesia (Suz); 3. Tom Allard (Hon); 4. David Clubaugh (Yam); 5. Flint Velasquez (Hon).
MINI A: 1. Travis Riley (Kaw); 2. Scott Meyers (Kaw); 3. Andy Short (Kaw); 4. Scott Burris (Kaw); 5. Bill Dotson (Suz).
MINI B: 1. Matt Whitmarsh (Suz); 2. Mike Maddock (Kaw); 3. Keith Zulian (Kaw); 4. Richard Davidson (Kaw); 5. Josh Perrington (Hon).
250 PRO: 1. Jared Carlson (Kaw); 2. Shawn Morgan (Kaw); 3. Andy Atkins (Kaw); 4. Josh Kellogg (Kaw); 5. Keith Campbell (Yam).

Joiner surprises at Cartwrights Motocross

By A. Phee

DALLAS, TX, JULY 24
Honda-mounted Jerry Joiner took the top spot in the Unlimited class at Cartwrights Motocross Park on a beautifully prepared KXR Honda.

The event promoter, John Cartwright, made this an invitation-only race and had heat races in each of the three classes with the riders qualifying for a 12-lap main event.

In heat one of the Unlimited class, Clay Hoenshell took the holeshot and the win with Jerry Joiner finishing in second and Milton Fryer in third.

In heat two, it would be a battle of the teammates as Lucky Nichols and Jack Yost started in first and second with Jason Storm in third. Yost started to pressure Nichols through the whoops on lap one, and Nichols wound up on the ground. Yost cast a quick glance over his shoulder at the downed Nichols as he moved into the lead. Storm also got by Nichols, who remounted in third. Yost took an easy win in heat two while Nichols re-passed Storm with one lap to go for second.

In the Final, Joiner and Hoenshell would renew their battle from the heat race as Joiner took the holeshot, followed closely by Nichols and Hoenshell, who made short work of Nichols and moved into second before the end of lap one. Joiner, in the meantime, had the suspension setup on his KXR perfect for the whoop section, and he pulled away from Hoenshell on each lap only to have Hoenshell drive deeper into the turns trying to make up ground. It was not to be, because Joiner held off the determined Hoenshell to take the Unlimited win. Nichols circulated in third place until Yost ignited and went from fifth to third in the space of three laps to take third overall.

Results

U/L: 1. Jerry Joiner (Hon); 2. Clay Hoenshell (Hon); 3. Jack Yost (Hon); 4. Lucky Nichols (Hon); 5. Ray Burgess (Hon).
MOD: 1. Jack Yost (Hon); 2. Lloyd Olson (Kaw); 3. Mike Hance (Hon).
STK: 1. Ray Burgess (Hon); 2. Jerry Joiner (Hon); 3. Adrian Jacobs (Hon); 4. Clay Hoenshell (Hon); 5. Rick Northcutt (Hon).

Peters bottoms Lockport Trial

By Don Allis

LOCKPORT, NY, JULY 23
Ray Peters continued his dominance of the Expert class with a convincing win in District 4 trials at Lockport.

Peters dropped a scant 33 points to claim first place in the Expert class over the second-place finisher, Mike Komer, who had a total of 72 points for the day. Section three was one of the sections where Peters had the advantage over his fellow competitors. The section was wet from the overnight rain, and many of the riders found it difficult to find traction. But Peters used his engine's rpm and slipped the clutch just enough to keep the back wheel from spinning. The section featured an off-camber hillclimb that many of the Expert riders found to be impossible. Peters dropped a total of four points in this section while Komer was next best with a total of 15 points lost for the day.

Matt Hughson dropped a total of 110 points for a first-place finish in the Advanced class over the second place finisher, Paul Charron, who dropped 128 points for the day. Section five had a series of tight turns, off-camber turns, logs and a rock-field climb uphill. Hughson found this section to be easier than did Charron; Hughson had two clean rides for a total of eight points lost in this section. Charron had a harder time with one failure, and a two-point ride was his best effort in this section.

David Knapp won the Intermediate class over Benn Williamson with a total of 54 points to Williamson's 58 points. Section one was a muddy uphill with very little room at the bottom to get started. The riders would have to find the traction in just the right places. Knapp was able to control his throttle and find the traction he required to make it up the hill.

Results

EX: 1. Raymond Peters (33); 2. Mike Komer (72); 3. Keith Winters (73); 4. George Brinkwart (75); 5. Bryan Benjamin (110).
ADV: 1. Matt Hughson (110); 2. Paul Charron (128); 3. Emmett Watkins (129); 4. Regan Faught (138); 5. John Jelliff (153).
INT: 1. David Knapp (54); 2. Benn Williamson (58); 3. Tom Wenban (75); 4. Jim Reilly (86); 5. Michael Herold (95).
SR A: 1. Dave Karst (30); 2. Ted Kellogg (33); 3. Robert Foringer (44); 4. Carl Peters (55); 5. Robert Kuzneski (61).
NOV: 1. Bruno Lemieux (20); 2. Steve Jackson (23); 3. John J. Pileski (35); 4. Alan Williams (35); 5. David R Peterson (38).
SR B: 1. Robert Slater (29).
S/SR: 1. Ron Bors (29); 2. Tony Palumbo (30); 3. John Knapp (49); 4. Larry L. Lovell (57).
ROOKIE: 1. Todd Spath (16); 2. Joshua Benjamin (61); 3. Daniel Benjamin (67); 4. Andrew Winters (81).

Wiedmeyer wallops 'em at Spring Creek Motocross

By George Hodkinson

MILLVILLE, MN, JULY 17
Mike Wiedmeyer put in solid rides at the Spring Creek MX, winning three of the four motos he entered and topping the 250cc B class via 1-1 moto finishes.

The day saw its share of double class winners as seven riders claimed wins in two classes. At the start of the first 250cc B moto, Kye Longtin grabbed the holeshot followed by Jeff Cemensky, and Wiedmeyer. By the completion of lap one Longtin had fallen back to fourth as Wiedmeyer was in the lead with Cemensky and John Meyer in tow. By the third of five laps Wiedmeyer held a large lead on second-place Meyer with Lorne Dubois moving up to third as Cemensky dropped back in the pack. At the finish it was Wiedmeyer with a 25-second lead over second-place Meva with Justin Erkes moving up to third. Dubois was fourth, and Allan Shuros rounded out the top five.

At the start of moto two, Shuros nailed the holeshot with Wiedmeyer and Stephen Kizer in tow. Wiedeymer built his lead on the pack on the first lap as Dubois moved through traffic to claim second in front of Shuros. On lap three, Wiedmeyer went down but was able to remain in third place behind Dubois - who had inherited the lead - and Shuros.

The trio remained all the way to the finish, and Wiedmeyer was able to regain the lead by moto's end. Shuros was able to get around Dubois for second place as Neal Armstrong and Meyer rounded out the top five.

Results

MICRO: 1. Josh Sorenson; 2. Joshua Rolbiecki; 3. Scott Ehlenfeldt; 4. Jeff VanFleet; 5. Clayton Rutschow.
P/W: 1. Nathan Broughton; 2. Derek Osterberg; 3. Gerritt Clark; 4. Jacob Scholar; 5. Bill Krusmark.
JR: 1. Zach Derry; 2. Mike Evenson; 3. Jeremy Riesenberg; 4. Matt Omann; 5. Jacob Scholar.
MINI SR: 1. Mike Kann; 2. Mike Ettesvold; 3. Charlie Pettee; 4. Lucas Omann; 5. Bryan Kreiner.
YTH: 1. Shelly Kann; 2. Ryan Broughton; 3. Jason Wilber; 4. Dale Neubauer; 5. Jamey Grosser.
17-24 A: 1. Brandon Backes; 2. Chad Winecke; 3. Tom Peterson; 4. William Tilford; 5. Jeff Pezzetti.
17-24 B: 1. Robby Kendall; 2. Chris Stern; 3. Ross Thompson; 4. Jerome Hagen; 5. Justin Peterson.
17-24 C: 1. Brent Herber; 2. Jon Falardeaux; 3. Shawn Woodward; 4. Mike Formeneck; 5. Kurt Hagen.
25+ A: 1. Scott Steinle; 2. Mike Graif; 3. John Kelly; 4. Todd Schmitz; 5. Richard Kuiken.
25+ B: 1. Mike Wiedmeyer; 2. Jeff Netler; 3. John Meyer; 4. Ron Heppner; 5. Jeff Cemensky.
25+ C: 1. Mike Fox; 2. Kurt Fosberg; 3. Tim Crews; 4. Sean Valentine; 5. Tim Bjornson.
VET A: 1. Mike Graif; 2. Scott Steinle; 3. Ron Paulak; 4. Jeff Sormon; 5. Russ Anthony.
VET B: 1. Will LeClaire; 2. Jeff Olson; 3. Randy Saeger; 4. Thor Mathison; 5. Morton Smith.
VET C: 1. Dan Lacroix; 2. James Graif; 3. Curt Burgs; 4. Mark Igoe; 5. Richard Becker.
SR 40+: 1. Brian Otto; 2. Jerry Bumgardner; 3. Gary Groth; 4. Mark Holmes; 5. Mike Quinn.

S/SR: 1. Jim Denevan; 2. Robert Wistedt.
WMN: 1. Shelly Kann; 2. Amy Groth; 3. Jill Wilber.
125 A: 1. Brandon Backes; 2. Chris Bense; 3. Frank Jackson; 4. Tim Pospisil; 5. Pat Ready.
125 B: 1. Robby Kendall; 2. Jeff Metzer; 3. Shelly Kann; 4. Troy Goehrs; 5. Brandon Yates.
125 C-1: 1. Jay Godsmann; 2. Brian Rousselow; 3. Mike Formeneck; 4. Chad Gilbertson; 5. Sean Robertson.
125 C-2: 1. Cory Huppert; 2. Kyle Spilde; 3. Jeff Asher; 4. Johathon Mord; 5. Jeremy Drager.
250 A: 1. Brandon Backes; 2. Chris Bense; 3. Tim Pospisil; 4. Chad Winecke; 5. Thomas Peterson.
250 B: 1. Mike Wiedmeyer, 2. Allan Shurds; 3. Lorne Dubois; 4. John Meyer, 5. Neal Armstrong.
250 C: 1. Mike Fox; 2. Tim Bjornson; 3. Dan Lacroix; 4. Shawn Sandback; 5. Eric Johnson.
OPEN A: 1. Scott Steinle; 2. John Weiss; 3. Jeff Wiedmeyer.
OPEN B: 1. Craig Stickfort; 2. Brian Byrne.
OPEN C: 1. Brent Herber; 2. Paul Monpas; 3. Jim Binette; 4. Greg Kalis; 5. Mark Wannarka.

Peters strikes again at Medina Trial

By Don Allis

MEDINA, NY, JULY 24
After competing in Lockport, New York, on the previous day, several AMA District 4 riders made the short trip from Lockport for a second day of trials competition in Medina, New York, and Ray Peters was once again the cream of the crop.

Peters was able to get his Scorpa's shift shaft repaired before the start of the event, and then went on to win the event, dropping a total of 31 points for the day. Second-place finisher was Mike Komer with 61 points.

Section seven, "The Lumber Yard," was a tree whose fate was to be hit with lighting and then turned into a challenge for some guys on motorcycles. The section required the Expert riders to clear a double log about five feet high. What made this section hard was the fact the approach to the logs was muddy. The rider would then ride over the same log four more times. Each time over the log, the approach would become smaller and smaller. Peters' ability to find traction in mud and his ability to hop his motorcycle allowed him to complete this section with only losing five points, one point for each attempt. Komer dropped a total of 19 points in this section.

The Advanced class winner was Mark Buczkowski with 116 points over Matt Hughson who finished with 130 points for the day. Section three, "The Hollow," started with a slight downhill off-camber turn, then moved up around a tree to a second off-camber turn uphill and exited the section. Buczkowski was able to ride the section twice, only losing one point. Hughson could only ride with a three-point ride, and failed the section twice.

Benn Williamson won the Intermediate Class over Jim Spitzer with 51 points to Spitzer's 61 points.

Results

EX: 1. Raymond Peters (31); 2. Mike Komer (64); 3. George Brinkwart (78); 4. Keith Winters (89); 5. Chris Arnold (102).
ADV: 1. Mark Buczkowski (116); 2. Matt Hughson (130); 3. Regan Faught (132); 4. Paul Charron (140); 5. John Jelliff (163).
INT: 1. Benn Williamson (51); 2. James Spitzer (61); 3. Jonah H. Leon (78); 4. Tom Wenban (79); 5. Michael Herold (80).
SR A: 1. Dave Karst (38); 2. Robert Foringer (48); 3. Robert Kuzneski (49); 4. Stephen Fedorka (72); 5. Richard Oliver (79).
NOV: 1. Noah Leon (14); 2. John J. Pileski (34); 3. Steve Jackson (42); 4. Bruno Lemieux (47); 5. Roy Duffy (52).
SR B: 1. Robert Slater (16).
S/SR: 1. Larry L. Lovell (46); 2. Ron Bors (52); 3. Tony Palumbo (53); 4. John Knapp (59); 5. Dennis Brown (98).
ROOKIE: 1. Todd Spath (7); 2. Daniel Benjamin (10); 3. Greg Stanton (20); 4. Harold White (22); 5. Joshua Benjamin (31).
TW SHOCK: 1. Michael Maines (58); 2. Richard Zimar (107).
VINT: 1. Jacob Morton (3).

Venegas survives at Glen Helen Speedway

By Elaine Jones

SAN BERNARDINO, CA, JULY 27
Charlie Venegas outlasted Josh Larsen to win the Scratch main during Harley night at Glen Helen Speedway.

Four rounds of Scratch racing saw Mike Faria top the scoring with 16 points while Venegas was two points back with 14, and Josh Larsen - battling engine problems - one point behind Venegas with 13. Jim Estes' nine-point tally earned him his first appearance in a Scratch main. The pole went to Larsen with Faria in two, and Venegas and Estes in three and four, respectively.

Things got off to a bad start when the starting tapes were broken. The referee charged Faria with the break. Faria disagreed, and things appeared at an impasse. The referee prevailed and Faria retired to the pits. On the start, Larsen got the gate with Venegas right on his tail. Larsen had a whole lot of motor, and Venegas tried both the inside and the outside to try and get around him. What Larsen didn't count on was a three-lap motor in a four-lap race, as his GM exploded on the white-flag lap. Venegas cruised by to take the lead and the win with Estes second.

Angela Hale came from the zero yard line and had a whole lot of guys chasing her in the Handicap main, but she didn't let them catch her, as she led from start to finish. Venegas made it through traffic from the extreme back yardage to pick up the second with Jerry Black third and Estes a solid fourth.

Horsley and Medberry served notice to the fast Mission Yamaha of Matherson and Leeder in the Sidecar main by holding them off from start to finish. Gardner and Lynch got around the BMW of Edwards and Brown after one lap to claim the third spot.

Jimmy Fishback Jr. also went wire to wire in the Junior main event, topping Stephen Downing and Ryan Fisher.

As it has been all season in the Support main, it was the last lap that decided the winner. This time Bill Ewing got down low in turn four when Dave Berry drifted out toward the wall and led the race to the checkered. Randy Evans picked up the third-place money.

Results

9UP: 1. Bill Ewing (Wes); 2. Dave Berry (Jaw); 3. Randy Evans (Jaw); 4. Dan Jones (Gdn).

McElroy snags Silver State Motocross wins

By Joan Tiearney

CARSON CITY, NV, JULY 22
Big Valley Honda rider Al McElroy topped the Vet Pro class on Friday night at the On Trac Events-promoted motocross action at Silver State Raceway.

McElroy was untouched in the Vet Pro class with two holeshots and two perfect motos. Off the gate McElroy pulled out front, ahead of Big Valley Honda owner Rich Thorwaldson, as well as Allen Berluti, Jon Varner and Rod Ginn. The Suzuki-mounted Berluti quickly passed Thorwaldsen and chased down McElroy. Berluti seemed to catch McElroy in the corners but couldn't quite get a wheel under him in the straights. The two riders battled lap after lap with Berluti almost passing McElroy more than a few times. The white-flag lap proved to be a tense one as the two riders rode neck and neck through the whoop section and around the tower turn, but McElroy had the momentum and sailed his Honda over the finish line for the win.

Moto two was much the same with McElroy out front from the start. Berluti was running in second with Stuart Vogel and Thorwaldson in pursuit. McElroy and Berluti seemed to pull away from the pack as the rest of the field had their own race going for third place. On lap four, Vogel made a beautiful pass on Berluti, taking away the second position and any hope that Berluti had for an overall win over McElroy, who continued to dominate the race lap after lap. Vogel charged hard to catch McElroy but to no avail. McElroy took the moto win and the overall victory. Berluti was second overall. Vogel captured third, suffering from a bad first moto. Fourth place went to Thorwaldson, and Rod Ginn was fifth.

Results

50: 1. Jake Neuffer (KTM).
60: 1. Nick Jarrett (Kaw); 2. Jimmy Hazel (Kaw); 3. Tommy Jones (Kaw); 4. Cory Padgett (Yam); 5. Cody McElroy (Yam).
80 BEG: 1. Ryan Hansen (Suz); 2. Jimmy Hazel (Hon); 3. Thomas Culbert (Hon); 4. Rocky Audenried (Kaw); 5. Kenny Bell (Yam).
80 JR: 1. Levi Stokes (Hon); 2. Drake McElroy (Hon); 3. Freddy Wiechers (Hon); 4. Billy St. Germaine (Kaw).
80 INT: 1. Mike Mason (Suz); 2. Nathan Tiearney (Hon).
125 BEG: 1. Gary Sowle (Hon); 2. Adam Portue (Suz); 3. Jonathan Meyer (Hon); 4. Dale Lundeen (Hon); 5. Russell Morrison (Hon).
125 JR: 1. Cody Killiam (Hon); 2. Jess Merrithew (Suz); 3. Nathan Dahl (Hon); 4. Sedanna Stillmock (Hon); 5. Frank Homen (Hon).
125 INT: 1. Cliff Cook (Kaw); 2. Jon Varner (Hon); 3. Kirk Ridgley (Kaw); 4. Greg King (Hon).
PRO: 1. Shane Esposito (Hon); 2. Justin Tiearney (Hon); 3. Sven Stillmock (Hon); 4. Scott Stillmock (Hon); 5. Dan Cordle Jr. (Hon).
250 BEG: 1. Todd Davis (Yam); 2. Mike Clements (Kaw); 3. Bryan Keples (Hon); 4. Gilbert Chick (Suz); 5. Gary Sowle (Hon).
250 JR: 1. Layne Kolbet (Hon); 2. Ryan Borden (Hon); 3. Pat Alford (Hon); 4. Jake Fisher (Hon); 5. Travis Kincaid (Kaw).
VET JR: 1. Steve Smith (KTM); 2. Rob Huntoon (Hon); 3. John Malchaski (Hon); 4. Brian Keeler (Hon); 5. Kurt Neuffer (KTM).
VET INT: Kurt Belder (Hon); 2. Joel Ellis (Hon).
VET PRO: 1. Al McElroy (Hon); 2. Allen Berluti (Suz); 3. Stuart Vogel (Hon); 4. Rich Thorwaldson (Hon); 5. Rod Ginn (Hon).
O/T JR: 1. M. Canton (Hon).
O/T MSTR: 1. Pete Vandenberg (Hon).

McLvane masters Orlando MX

By Kyle Myers

ORLANDO, FL, JULY 24
Lee McLvaine walked away with the most cash after winning the Open Money class at round 17 of the Florida Motocross Club Series and South Florida Motocross race at Orlando Motocross Park.

In the first Open Money moto, Todd Gardner rocketed into the early lead over McLvaine and Jason Brown. Gardner fell halfway into the opening lap, and McLvaine and Brown slipped by. BSY-backed McLvaine then pulled away from the field while Gardner remounted and tried to close the gap on the leaders. Gardner slowly reeled in the leaders before suffering a late-race fall. McLvaine held on for the easy first-moto victory ahead of Brown and Gardner.

The second moto was all McLvaine as he jumped out to the early lead with Gardner and Brown following. Gardner's front wheel washed out, causing him to fall and let Brown by. Brown tried to catch McLvaine but was no match for the sand specialist, who crossed the finish line first. Brown and Gardner rounded out the top three.

Double class winners for the day included Tom Bragg in the 40+ and Open Novice classes, and Jason Thomas in the 85cc (14-15) and Super Mini.

On the supercross style Pee Wee track, Matt Goerke posted 1-1 tally to take top honors in the FMC class. The SFMX Pee Wee class winner was Davi Millsap with a 1-1 tally in the (4-6) group. Mike Morgan won the (7-9) group with a 1-1 tally.

Results

P/W: 1. Matt Goerek (Yam); 2. Michael Lozaw (Yam); 3. Randy Charron (Yam); 4. Robert Holstein (Yam); 5. Ricky Renner (Yam).
P/W (4-6): 1. Davi Millsap (Yam); 2. Waylon Maloy (Yam); 3. Jeremy McCormick (Yam); 4. Dean Dyess (Yam); 5. Bill Brighton (Yam).
P/W (7-9): 1. Mike Morgan (Yam); 2. Brianna Millsaps (Yam); 3. Ashley Maloy (Yam); 4. Peg Sawchuck (Yam); 5. Ken Wheeler (Yam).
60: 1. Troy Adams (Kaw); 2. Ryan Davis (Kaw); 3. Jeff Moore (Kaw); 4. Dustin Lynn (Kaw); 5. Justin Holstein (Kaw).
60 (5-8): 1. Bryan Johnson (Kaw); 2. Matt Goerke (Kaw); 3. Davi Millsaps (Kaw); 4. Mike Morgan (Kaw); 5. Joe Haines (Kaw).
60 (9-11): 1. Travis Britt (Kaw); 2. Rich Clouser (Kaw); 3. Paul Peredijnes (Kaw); 4. Drew Kain (Kaw); 5. Bill Best (Kaw).
S/MINI: 1. Jason Thomas (Kaw); 2. Kyle Farnell (Yam); 3. Andrei Boloni (Suz); 4. Chad Sanner (Suz); 5. Dustin Thompson (Yam).
(15-24): 1. Chris Manning (Kaw); 2. Jeff Neilander (Hon); 3. James Joiner (Hon); 4. Jason Brown (Yam); 5. Jason Thomas (Kaw).
(12-15) YTH: 1. Raymond Loggins (Yam); 2. Dean Smith (Suz).
125 B: 1. Dave Wincott (Suz); 2. Kyle Myers (Suz); 3. Chris Manning (Kaw); 4. Robert Tomlinson (Kaw); 5. Bob Dye (Yam).
250 B: 1. Jeff Neilander (Hon); 2. Steve Dye (Kaw); 3. Greg Bobka (Suz); 4. Dave McWilliams (Yam); 5. Don Bach (Suz).
250/500 BEG. 1. Ben Faust (Kaw); 2. Tom Smith (Suz); 3. Chris Domian (Yam); 4. Steve Docjerty (Kaw); 5. John Flynn (Suz).
125 C: 1. James Joiner (Hon); 2. Jason Wadin (Suz); 3. Tripp Higginbotham (Hon); 4. Steve Britt (Kaw); 5. Kelly Young (Suz).
250: 1. Jason Wadin (Hon); 2. Derrick Januszyk (Hon); 3. Ed Faick (Suz); 4. Mike Lepp (Yam); 5. John Rucker (Kaw).
125 BEG: 1. Mark Dew (Kaw); 2. Garrett Welzier (Suz); 3. Doug Nassoiy (Suz); 4. Ed Barnett (Yam); 5. Matt Helley (Kaw).
25+: 1. Jeff Reynolds (Yam); 2. John Choste (Hon); 3. Steve Dye (Kaw); 4. Rob Breakfield (Suz); 5. Allan Draneim (Kaw).
30+: 1. Tony Gallardy (Yam); 2. Dave McWilliams (Hon); 3. Tim Lozaw (Yam); 4. Dean Dyess (Kaw); 5. Phil Page (Yam).
35+: Jeff Hughes (Kaw); 2. Tom Bragg (Hon); 3. Randy Lambert (Suz); 4. Danny Davis (Hon); 5. Greg Bobka (Suz).
40+: 1. Tom Bragg (Hon); 2. Randy Lambert (Suz); 3. Ken Wheeler (Kaw); 4. Al Gardner (Suz); 5. Tom Fogg (Kaw).
OPEN NOV: 1. Tom Bragg (Hon); 2. Rich Leonard (Kaw); 3. Steve Phillips (Hon); 4. Don Sclimelyn (Suz); 5. Dan Smith (Kaw).
WMN: 1. Beth Rewis (Kaw); 2. Debbie Habal (Kaw); 3. Tracy Taylor (Suz); 4. Donna Derusso (Hon); 5. Kelly Storey (Kaw).

Manul Arnold (428) chased Dick Hoy (536) in 125cc A action at the Action Sports supercross. James Eickel was the overall winner.

Muldoon mauls San Jose Firefighter Motocross

By Rebecca Gatto

SAN JOSE, CA, JULY 17
Michael Muldoon was a two-event winner at the 23rd annual California Firemen's Summer Olympics at the Santa Clara County Motorcycle Park, topping the Vet Expert MX class and the Grand Prix.

Muldoon, a Santa Clara firefighter, went head to head with Bill Cooley for seven laps in the Vet Expert class. Initially, Cooley held the lead, and it appeared that he was going to take the win. But, on the fifth lap, Muldoon made his move and motored by Cooley for the win. In the second moto, Muldoon led from start to finish, securing the overall victory.

In the Grand Prix, the riders started dead-engine, straddling the front wheel. By the time the event reached the 30-minute mark, Muldoon had lapped the entire field twice on his way to a convincing win, while Jim Miller and Mitchell Read fought in the Intermediate division. In the end, Miller edged out Read for the win. Gary Wright and Doug Doody were the Novice and Beginner class winners respectively.

The Vintage class riders attacked the European-style track with a vengeance until they encountered the mud bogs on the course, which made just completing a lap a challenge. Read found the mud to his liking and powered his Bultaco to the first-moto win, followed by Ed Mann and Rory Musatell. Things dried out somewhat for the second moto, allowing Muscatell's Honda 125 Elsinore to hook up on the Adobe Clay. After getting the holeshot, Muscatell pulled away from the field, leaving Mann and Read to fight over the second spot; Mann took second. With a three-way tie for first place, the second moto results broke the tie. Muscatell took the overall win followed by Mann and Read.

Results

VINT: 1. Rory Muscatell; 2. Ed Mann; Mitchell Read.
VET EX: 1. Michael Muldoon; 2. Bill Cooley.
VET INT: 1. Marc Audifried; 2. Mitchell Read.
VET NOV: 1. Kevin Morris; 2. Gary Wright.
VET BEG: 1. Don Hutchinson; 2. John Grant; 3. Rick Doyle.
SR: 1. Rory Muscatell; Greg Phillips.
MSTR: 1. William Pattison.
250 EX: 1. Rory Muscatell.
250 INT: 1. Jim Miller; 2. Marc Audifried.
250 NOV: 1. Kevin Murphy; 2. Gary Wright.
250 BEG: 1. Doug Doody; 2. Scott Burnside.
OPEN NOV: 1. David Gillette.
OPEN BEG: 1. John Pierce; 2. Brett Philpot.
4-STRK: 1. Kevin Murphy; 2. Greg Phillips; 3. Ed Mann.
GP: 1. Mike Muldoon; 2. Jim Miller; 3. Mitchell Read; Gary Wright; 5. Doug Doody.

Eickel handles Action Sports SX

By David L. Patton Jr.

NELSONVILLE, OH, JULY 22
Princeton Honda/Pro-Circuit/Answer-backed James Eickel continued his Pro class domination at round two of the Budweiser Summer Supercross Series at the Action Sports Supercross facility.

Eickel won three of four Pro Class motos at round one of the series, and he was easily the fastest rider on the track, winning all four motos. Gaylon Dickson Jr., the 25+ overall winner, chased Eickel in every moto and took the runner-up spot in all four Pro motos.

The most exciting race of the night was the first 250cc A moto. Gaylon Dickson Jr. grabbed the holeshot ahead of Eickel and Manul Arnold. Dickson Jr. and Eickel opened up a lead on Arnold, who is recovering from crash related surgery, and rode ahead of a three-way battle for fourth between Mike Morgan, Keith Gwinn and Mike Blair. Eickel caught up to Dickson Jr. on the fourth lap but couldn't clear the grandstand triple, and Dickson Jr. held on to the

The combined 125/250cc Junior class leaves the gate at the Carlsbad Raceway MX. Eddie Moore (63) topped the 250cc Junior class while Colin Eberly (fifth from right) was the 125cc winner.

point. Eickel passed Dickson Jr. over the finish line double, but Dickson Jr. had the hot line going into the next turn and held the throttle on to take back the lead. Eickel continued to probe Dickson for a weakness and finally found his chance.

Throughout the race, Eickel was the only rider clearing the long grandstand triple, and he tried to set up Dickson for a pass there with two laps to go. But Dickson protected the lead by preventing Eickel from jumping the triple. Eickel then improvised in the turn after the triple, block-passing Dickson Jr. and moving into first. Eickel held Dickson off to take the win. Arnold grabbed third, and Mike Blair held off Morgan for fourth.

Eickel took control of the second 250cc A moto on the first lap and ran away for the win. Dickson easily moved into the second spot as Arnold's borrowed Yamaha suffered mechanical problems. Keith Gwinn came out on top of a Gwinn-Morgan-Blair battle to take third and third overall, and Morgan held off Blair for fourth place and fourth overall.

Results

50: 1. Christopher Robertson (Yam); 2. Cody Poling (Itj); 3. Kyle McKenzie (Yam); 4. Joey Pellett (Yam).

65 (7-11): 1. William Browning (Kaw); 2. Christopher Robertson (Kaw); 3. David Herb (Kaw); 4. Zach Walton (Kaw); 5. Travis McElfresh (Kaw).

MINI JR: 1. Corey Arnold (Kaw); 2. Eric Saylor (Kaw); 3. William Browning (Yam); 4. Brandon Shriner (Yam); 5. Zach Walton (Kaw).

MINI SR: 1. Mark Burkhart (Hon); 2. Rob Welch (Yam); 3. Mark Piccirillo (Yam); 4. Rusty Haning (Kaw).

SCHBY: 1. Mark Burkhart (Hon); 2. Rob Welch (Yam); 3. Tony Crum (Suz); 4. Mark Piccirillo (Yam).

125 B: 1. Scott Shafer (Suz); 2. Billy Hart (Yam); 3. David VanCuren (Suz).

125C: 1. David Piccirillo (Yam); 2. Kevin Bennington (Yam); 3. Chuck Kilkenny (Suz); 4. Nick Fifield (Suz); 5. Timothy Fink (Hon).

250 B: 1. Wayne Bayha (Yam); 2. Scott Meeks (Yam).

250 C: 1. Kenny Gambill (Yam); 2. Chuck Kilkenny (Suz); 3. David Piccirillo (Yam); 4. Kevin Bennington (Yam); 5. Randy Petitt (Hon).

OPEN B: 1. Randy Petitt (Hon); 2. Paul Powell (Hon).

25+: 1. Gaylor Dickson Jr. (Yam); 2. Mike Morgan (Yam); 3. Keith Gwinn (Yam).

30+: 1. David Herb (Suz).

125 A: 1. James Eickel (Hon); 2. Gaylon Dickson Jr. (Yam); 3. Mike Blair (Yam); 4. Manul Arnold (Hon); 5. Dick Hoy (Yam).

250 A: 1. James Eickel (Hon); 2. Gaylon Dickson Jr. (Yam); 3. Keith Gwinn (Yam); 4. Mike Morgan (Yam); 5. Mike Blair (Yam).

Bast blasts Auburn Speedway Track Championship

By Gen Moore

AUBURN, CA, JULY 29

Bart Bast, a hometown favorite, won all of his heats to earn a perfect score and win the track championship as Fast Fridays hosted its season finale at Auburn Speedway.

In the second heat of the evening, rivals Bast and Sisemore, two of the top riders at Auburn, were pitted against each other. At the start, Bast took the lead over Darrell Busby and John Grant while Sisemore tailed off last. Sisemore then caught Busby but went down when Busby parked in turns three and four. The race continued with Bast taking the win and Sisemore apparently scoring no points. But in a controversial move, the referee awarded Sisemore second place, though he still had lost a point to Bast. At the end of the four-lap race Bast came away with the win and another three points, while Sisemore fell and was awarded a second-place finish to put him down a point. A quick check of the program showed that this was to be the only event where the two would challenge each other all night, an unfortunate circumstance for Sisemore, who lost only one point all night against Bast.

As the evening progressed, and Bast continued his streak, it became evident that the only way Sisemore had a chance was to win all of his races and hope that Bast would falter and lose a point somewhere.

But Sisemore's chances almost vaporized again in heat 19. In the event, Bob Hedden, the defending track champion, came off the line like a shot to take the lead from both Sisemore and Dustin Schroeder. In the intensity of the battle a tangle occurred between Sisemore and Schroeder which caused a restart, giving Sisemore a much needed reprieve. A second restart was needed after Schroeder looped into Sisemore while the pair was coming off turn two. On the final restart, Sisemore blasted off the line first and led the entire race to earn three more points and stay in the hunt. A disappointed Hedden was still able to get past Schroeder and salvage two points, but his hopes for a repeat title grew dimmer.

In heat 20, the very last race of the night, Bast was riding against Allen Krause, Brent Werner, and Rich Marcucci. If Werner could win it would put him into a tie with Bob Hicks for fourth and also put Bast and Sisemore into a tie for first.

This, however, was not to be, since Bast continued his super performance and took the win easily to post a maximum score and become the 1994 Fast Fridays Track Champion. Sisemore finished the night in second with 14 points and Bob Hedden put up a good defense of his title, finishing third with 13.

"Great starts, a well prepared track and good luck are what helped me win tonight," said Bast.

Four more for Moore at Carlsbad Motocross

By Bruce Forinash

CARLSBAD, CA, JULY 16

Eddie Moore won overall in both the 250cc and the Vet Junior classes with all four moto wins during round three of the six-race Summer Series on the Racing Enterprises-promoted USGP track at Carlsbad Raceway.

The first moto of the combined 125 and 250cc Junior classes began with Moore taking the inside line on the entrance to the main track and earning a huge holeshot. Moore roosted the other riders in the "short chute" on his five-year-old Yamaha on the way toward the first turn but was followed very closely by Josh Warner, Manny Arias, Steve Reeves, and Tim Olson in positions second through fifth, respectively.

Moore, Warner, and Arias held the same positions for over three laps, but not without a great show for the nearly capacity crowd as the riders made repeated attempts to pass one another.

Warner dogged Moore and tried to pass him time and time again on the uphill sections, but Moore would launch down the downhill sections, gaining distance and time. Moore nearly crashed twice on the famous Carlsbad Freeway downhill where on the first and second laps, he made 40-foot leaps onto freshly watered clay sections of the track, but he skillfully recovered each time. Finally, on lap four, Moore pulled away from the pack and never looked back until the checkered flag acknowledged his first-moto win.

The second moto began with a bar-banging charge as Joe Rempp led the pack onto the main track with Warner, Reeves, Moore, and Eberly holding positions second through fifth, respectively. As the leaders approached the main grandstands at the end of the first lap, Warner tried to pass Rempp but nearly crashed and dropped back to third position. Many positions changed during the moto, but the most impressive moves where made by Moore, who on three separate laps, made passes on the Carlsbad Freeway downhill. Each time, he picked up a position until he had the lead and finally earned the moto win for a back-to-back overall victory in the class.

Moore went on to win two motos and the overall in the Vet Junior class and credited his four-moto sweep - and the best race day of his life - to a new physical training regiment and a proper diet.

Results

BMBR: 1. Allen Mckay (Hus); 2. Ole Bachman (Kaw).

80 BEG: 1. Bryan Frost (Yam); 2. Bryan Grigsby (Yam); 3. Brandon Hamlett (Yam).

125 BEG: 1. Robbie Atkinson (Suz); 2. Craig Rood (Kaw); 3. Craig Smith (Kaw); 4. Brian Reichel (Suz); 5. Chris Loftis (Yam).

125 JR: 1. Colin Eberly (Hon); 2. Josh Warner (Hon); 3. John Nelson (Yam); 4. Manny Arias (Yam); 5. Jim Olson (Suz).

125 INT: 1. Kurt Rood (Kaw); 2. Lance Johnson (Kaw).

250 BEG: 1. Nick Kelbaugh (Yam); 2. Dan Legere (Yam); 3. Kevin Laird (Kaw); 4. Derik Townsend (Hon); 5. Dan Partch (Hon).

250 JR: 1. Eddie Moore (Yam); 2. Ken Mallow (Kaw); 3. Joe Rempp (Hon); 4. Steve Reeves (Yam); 5. Curtis Jablonski (Hon).

250 INT: 1. Lor Rihimaki (Kaw).

125/250/500 PRO: 1. Tony Amaradio (Kaw); 2. Doug Dubach (Yam); 3. Terry Fowler (Hus); 4. Timmy Staufenbeil (Suz); 5. Bill Sauro (Hon).

500 JR: 1. John Tookey (Hon).

25-29 BEG: 1. Warren Stimpson (Kaw); 2. Jay Cumbey (Hon).

25-29 INT: 1. Steve Butler (Yam); 2. Buddy Morgan (Yam); 3. Lance Johnson (Kaw).

VET BEG: 1. Toby Taki (Hon); 2. Jim Naegle (Kaw); 3. Jon Woodring (Yam); 4. Mark Fields (Kaw); 5. Scott Davis (Hon).

VET JR: 1. Eddie Moore (Yam); 2. Ed Tyynismaa (Yam); 3. Dan Virgilio (Hon); 4. Kevin Crowther (Hon); 5. John Severin (Kaw).

VET INT: 1. Eric Smith (Hon); 2. Brian Schmuckle (Hon); 3. Rick Lundgren (Yam); 4. D.R. Clement (Kaw); 5. Chip Morton.

VET PRO: 1. Willy Musgrave (Kaw); 2. Lee Bacon (Kaw); 3. Jeff Surwall (Hon).

35+ INT: 1. Marc Crosby (Kaw); 2. Daniel Davalos (Suz); 3. Greg Berg (Kaw); 4. Ted Kukla (Yam).

40-50+ BEG/JR: 1. Ira Meiberger (Yam); 2. Bruce Cornell (Kaw); 3. Roger Townsend (Hon); 4. Phil Blackburn (KTM);

40+ INT: 1. Gary Scott (Hon); 2. Dennis Middleton (Hon); 3. Frank Hamlett (Hon).

40+ EX: 1. Ray Pisarski (Hon); 2. George Kohler (Suz); 3. Nick Costello (Hon); 4. Tom White (Kaw); 5. Alan Olson (KTM).

Latala laughs off Motowest MX

By J.R. Canaguier

HOLLISTER, CA, JULY 31

Paul Latala was the main man in the 125cc Beginner class during moto action at Motowest MX.

As the gate dropped for the start of moto one for the 125cc Beginner class, there was no doubt who had the quickest reaction time as Gary Forrest jumped into the lead two-bike-lengths ahead of the 21 other riders. By the end of lap one he was joined by Latala, Kevin Fry and Jesse Aguilar, all of whom had managed to untangle themselves from the wild mayhem customary with the first lap.

Lap two presented a real challenge to the leader, as Latala closed to within a decal thickness away but couldn't break the rhythm of the very smooth Forrest. Meanwhile, Mike Aiello got by Aguilar to take over fourth, but the leaders were too far gone to make any serious charge for the front, so he settled in for fourth at the end of the moto. Up front, it was a three-way battle as Fry moved in on the leaders and appeared to be waiting for a mistake that would take them both out. But the final lap ended with a decisive win for Forrest, as Latala, Fry, Aiello and Aguilar completed the top five places.

Latala holeshot into the lead followed by Bobby Bartholomew, Forrest, Aguilar and Russell Wilcox when the gate dropped for moto two. On lap two, Wilcox took a soil sample, dropping back to 12th while opening the door for James Smith and Kevin Fry, who took advantage of the mishap and filled the fifth and sixth positions respectively.

Latala wasted no time putting some distance on the field as he meticulously picked the best lines on this demanding Hollister course and held on for the win. Jesse Aguilar moved in on first-moto winner Forrest and started applying pressure to pass. By the end of lap three, Forrest gave in and allowed the determined Aguilar by, putting him comfortably in forth. Aguilar then set his sights on Bartholomew, as he mustered up a second wind and came within a bike length by the end of the final lap. They finished with Bartholomew second, Aguilar and Forrest third and fourth, respectively. From somewhere around 12th place, Mike Aiello set a blinding pace that would have taken him to the front had there been more time. In four laps he moved from 12th to fifth among some very fast competition.

Results

80 BEG: 1. Erik Granzow (Yam); 2. Tom Smith (Kaw); 3. David Klingenbeck (Kaw); 4. Matt Michael (Yam); 5. Julie Nichols (Kaw).

80 NOV: 1. J.J. Cummings (Suz); 2. Toby Cholios (Hon); 3. Mike Newnham (Hon); 4. Graham Farmer (Hon); 5. Nick McBride (Hon).

80 INT: 1. Aaron Cheselske (Suz); 2. Mortimer Schmidt (Kaw); 3. Al Gibson (Yam); 4. Nathan Chester (Suz); 5. Mike Spagnola (Hon).

250 NOV: 1. David Duarte (Hon); 2. Rich Mussman (Kaw); 3. Eddie Benson (Yam); 4. Erick Elgaaen (Hon); 5. Scott Heywood (Suz).

60 (0-8): 1. Tony Wolf (Kaw); 2. Aaron Bergantz (Kaw); 3. Jacob Horan (Kaw); 4. Randy Williams (Kaw); 5. Tyler Redding (Kaw).

60 BEG: 1. James Wright (Kaw); 2. Tyson Tiago (Kaw); 3. Jeff Kenners (Kaw); 4. Johnny Robinson (Kaw); 5. Pete Sassone (Kaw).

60 NOV: 1. James Fuller (Kaw); 2. Christy Martin (Kaw); 3. Jerry Sanchez (Kaw); 4. Bill Bushy (Kaw); 5. Richard Harrington (Kaw).

P/W 50: 1. Chris Burnett (Yam); 2. Eric Stoke (Yam); 3. Aaron Bergantz (Yam); 4. Cory Pennington (Yam); 5. Travis Perryman (Yam).

P/W 80 1. Zac McNally (Yam); 2. Jeff Fajardo (Yam); 3. Terri Love (Suz); 4. Jason Roback (Yam); 5. Eddie Clark (Kaw).

O/T NOV: 1. John Cummings (Suz); 2. Mike Bergantz (Suz); 3. Al Reasoner (Kaw); 4. Greg Young (Hon); 5. Dutch Nichols (Kaw).

O/T INT: 1. John Hartvickson (Hon); 2. Josh Simmons (KTM); 3. Ben Dover (Yam); 4. Perry White (Hon); 5. John Hawthorne (Hon).

O/T EX: 1. J.R. Canaguier (Suz); 2. Fred Deinzer (Kaw); 3. Ron Haupt (Hon); 4. Rusty Connerly (Hon); 5. Pierre Cartier (Hus).

250 INT: 1. Matt Styles (Hon); 2. Leo Tidwell (Hon); 3. Martine Puente (Yam); 4. Don Mendenhall (Suz); 5. Carl Baker (Kaw).

500 INT: 1. Dave Hosaka (Kaw); 2. Robert Scott (Hon); 3. James Ptarcinski (Hon); 4. William Artau (Hon); 5. Bobby Bridges (Kaw).

OTHG INT: 1. Craig Hamilton (Kaw).

OTHG NOV: 1. Frank McNally (Hon); 2. Clement Moore (Kaw); 3. Bud Tryer (Hus); 4. Bill Coates (KTM).

OTHG BEG: 1. Jim Bowns (Hon); 2. Randy Aman (Hon).

OTHG EX: 1. Paul Armada (Hon).

125 BEG: 1. Paul Latala (Hon); 2. Gary Forrest (Hon); 3. Jesse Aguilar (Hon); 4. Mike Aiello (Suz); 5. Kevin Fry (Kaw).

125 NOV: 1. Seth Young (Hon); 2. Stephan Kennedy (Suz); 3. Zane Reif (Hon); 4. Steve Vittone (Suz); 5. J.R. Pollard (Yam).

125 INT: 1. Scott Davis (Kaw); 2. John Romanoff (Hon); 3. Dennis Stapleton (Suz); 4. Matt Styles (Hon); 5. Hawk White (Hon).

VET BEG 1. Kevin Wilkinson (Hon); 2. John Grinager (Hon); 3. Jay Bernardi (Yam); 4. Mike Bergantz (Suz); 5. Ron Alen (Kaw).

500 BEG: 1. Cliff Edmonson (Hon); 2. Jim Bowns (Hon); 3. Gary Baxter (Kaw); 4. Kyle Bigelow (Hon); 5. Dusty Peters (KTM).

250/VET PRO: 1. Dustin Bloomfield (Hon); 2. Tyler Hummel (Yam); 3. Mark Kerling (Yam); 4. Tony Alves (Hon); 5. Geoff Woods (Kaw).

VET INT: 1. Greg Penning (Kaw); 2. William Artau (Hon); 3. Dave Zolo (Kaw); 4. Rich Tiago (Yam); 5. Bill Canaguier (Suz).

VET NOV: 1. Frank Villa (Suz); 2. Jim Phillips (Hon); 3. Jeff Cunningham (Suz); 4. Steve Quinn (Kaw); 5. Robert Bacosa (Hon).

250 BEG: 1. Kevin Bohner (Hon); 2. Mavricio Bautista (Hon); 3. Steve Jenkins (Hon); 4. Robert Timmons (Hon); 5. Bobby Guy (Kaw).

25-29 NOV: 1. Todd Haynes (Kaw); 2. Chuck Kober (Suz); 3. Robert Jaeger (KTM).

25-29 BEG 1. Michael Fogalin (Hon); 2. James Reenere (Suz); 3. Phil Caruso (Hon); 4. Shaun Holley (Yam).

Rodriguez reigns at LACR Old Timers Motocross

By Greg Robertson

PALMDALE, CA, JULY 24

Jose Rodriguez continued his dominance of the Old Timers Expert class by posting double moto wins as the Old Timers MX Association joined forces with the California Racing Club for a full day of racing on the sands of Los Angeles County Raceway.

Keith Phillips led a pack consisting of Rodriguez, Ken Beach, Hal Grady and Jim McConnell as moto one got underway. Within a few turns Grady and Beach collided upon landing from a jump and both ended up in a pile on the ground. McConnell inherited third for a half a lap before crashing himself back to 10th place. With only a lap complete, Scott McDonall had gone from a mid-pack start up to third place.

Rodriguez passed Phillips and was starting to pull away when Phillips stalled his bike, handing second to McDonall. McDonall started reeling in Rodriguez and closed to the rear fender of Rodriguez, looking for a pass. Rodriguez picked up the pace slightly in the final laps to shake McDonall and win the moto while John Chapman took third ahead of Bob Sherred and Phillips.

Phillips nailed his second holeshot of the day followed by Rodriguez, Jack Sabine and Chapman in moto two. Phillips and Rodriguez duked it out at the front of the pack for the next five laps before McConnell worked up from a sixth place start to make it a three-way battle with a couple of laps remaining. Rodriguez set up and railed around Phillips in a sweeping, right-hand turn to take control with a little more than a lap to go. McConnell out braked Phillips to move into second. Rodriguez stayed just out of McConnell's grasp on the final lap to collect the win. McDonall took second overall with 2-4 finishes, while Phillips' 5-3 score gave him third on the day.

Results

P/W B-2: 1. Garrett Norr (Yam).

P/W B-1: 1. Travis Barden (Yam); 2. Matt Ryan (Yam).

P/W A: 1. Charles Messer (Yam); 2. Troy Tittlemier (Yam); 3. Jared Tebo (Yam).

60 BEG: 1. Chris Norr (Hon); 2. Ricky Oliver (Kaw); 3. James Sendlebach (Hon).

60 (0-8): 1. Daryl Ecklund (Kaw); 2. Anthony Barbacovi (Kaw); 3. Vincent Rhoads (Kaw); 4. Mark Atkins (Kaw).

60 (9-11): 1. Scott Howe (Kaw); 2. Kit Kunath (Kaw); 3. John Simanovich (Kaw).

80 BEG: 1. Eric Durrer (Suz).

80 (7-11): 1. Scott Howe (Suz); 2. Donnie Durrer (Suz); 3. Daryl Ecklund (Suz); 4. Shane Smith (Suz).

80 (12-13): 1. Devin Seeger (Suz).

80 (14-16): 1. Chris Thompson (Kaw); 2. Brent Lancaster (Yam).

B/W: 1. Steve Saul (Kaw).

125 BEG: 1. Tyler Buck (Suz); 2. Dan Eckman (Hon); 3. Jim Cohen (Hon); 4. Cole Townsend (Hon); 5. Wesley Dell (Suz).

125 NOV: 1. Tony Green (Kaw); 2. Rich Powell (Suz); 3. Mike Collier (Kaw); 4. Kevin Tarwater (Suz); 5. Mike Harris (Suz).

125 INT: 1. Casey Lytle (Hon); 2. Scott Johnson (Suz); 3. Terrance Malan (Suz); 4. Loren Jenkins (Hon); 5. Nick Mairose (Suz).

250 BEG: 1. Craig Boynton (Suz); 2. Steve Cordero (Suz); 3. Kyle Frazier (Suz); 4. Abel Ortega (Suz); 5. John Patterson (Hon).

250 NOV: 1. Dan King (Yam); 2. Tony Green (Kaw); 3. Brett Fortner (Hon).

250 INT: 1. Casey Lytle (Hon); 2. Robbie Dunham (Yam); 3. C.T. Watanabe (Hon).

250 PRO: 1. Tim Telford (Yam); 2. Jon Nelson (Yam); 3. Roy Bremenour (Suz).

500 BEG: 1. Jon Hall (Hon).

500 NOV: 1. Scott Curtis (Hon).

JR VET BEG: 1. Gabi Abayou (Hon); 2. Mark Husereau (Hon).

JR VET NOV: 1. John Turner (Suz); 2. John Erickson (Hon); 3. Martin Markle (Yam); 4. Lee Saul (Suz).

JR VET EX: 1. Jeff Barbacovi (Yam); 2. Jon Zahrt (Yam).

VET BEG: 1. Jon Hall (Hon); 2. John Rogers; 3. Kurt Kliewer (Suz); 4. Larry Williams (Hon); 5. Francis Lennarz (Suz).

VET NOV: 1. Ed Tripp (Hon); 2. Mike Little; 3. David Aoisio (Hon); 4. John Topor (Hon); 5. Bill Wingerning (Yam).

VET INT: 1. Scott Curtis (Hon); 2. James Coppedge (Yam); 3. Randy Anderson (Yam); 4. Alex Spinelli (Yam).

VET EX: 1. Jon Nelson (Yam); 2. Ken Neitzel (Kaw); 3. Jim Sendlebach (Suz); 4. Leo Saul (Suz); 5. Jon Zahrt (Yam).

SR EX: 1. Bob Dunham (Yam).

O/T NOV: 1. Frank Derby (Hon); 2. Bob Klatt (Kaw); 3. Bill Weltman (Hon).

O/T AM: 1. Charles Howell (Yam); 2. Hank Owen (Yam); 3. Fred Kalmick (Kaw); 4. John Flanders (Hon); 5. Ron Clawson.

O/T EX: 1. Jose Rodriguez (Yam); 2. Scott McDonall (Hon); 3. Keith Phillips (Kaw); 4. Jim McConnell (Kaw); 5. Richard Bealer (Yam).

O/T MSTR: 1. Scott Freeman (Yam); 2. Jerome Gibson (Hon); 3. Bill Carr (Yam); 4. J.J. Harris (Suz); 5. Joe Erwin (Hon).

York, McCormick take Washougal Motocross honors

By Brian Barnes

WASHOUGAL, WA, JULY 31

Perfect weather and track conditions greeted the first moto for the 125cc Juniors at Washougal this weekend as Travis Murphy continued on a hot-streak by winning the class overall.

Murphy took the holeshot in moto one with Steve Breeding and Shawn White in tow, but it didn't take long for Murphy to outdistance himself from the rest of the field by steadily pulling away and taking the easy win. Tommy York made up for a mediocre start and improved to challenge Breeding for second place with only the whoops standing between him and second place. But over the first set, Breeding collided with York, sending York to the ground and allowing Breeding to take the runner-up honors. York, Garth Ullarko and White rounded out the top five.

In moto two, Murphy went down in the first corner as Jeramy Sahnow, Jamison Parker and Justin Phillips blasted into the top three spots and continued in that order for two laps. Phillips made a move to second on lap three while York moved up from a seventh-place starting spot to challenge the leaders. On lap four, York sliced his way past both Parker and then Phillips to take second with Sahnow scoring the win. York scored the overall via his 3-2 performance while Murphy was second overall, coming from last to seventh in the 28-rider class.

Eleven riders lined up for the opening 250cc Pro moto. Terry Hamness led off the start, but on the way up the long uphill straight both Ryan Huffman and Jason McCormick blasted past while Don Bisceglia and Marvin Waldo held down fourth and fifth.

For the next several laps Huffman held McCormick at bay, and with two laps remaining, both riders hit heavy lapped traffic in the form of the 250cc Intermediates, which were also on the track. McCormick made his move through the whoops and pulled alongside Huffman as the one-lap flag was shown, but that was the closest he would get as Huffman took the checkered with McCormick a close second. Bisceglia, Waldo and Hamness rounded out the top five.

Moto two found Bisceglia and McCormick following Hamness into the lead on the start, but both riders ended up on the ground a few turns later, allowing Hamness to get away followed by Jamie Richardson and Huffman. One lap later Huffman sailed past both riders and was in front. However, McCormick came from last place by lap five to overtake "Flyin' Ryan" and cruise home to the second-moto and overall win. Huffman took second in the moto.

Results

50: 1. Casey Huddleston (Yam); 2. Joshua Hill (Yam); 3. Troy Nash (Yam); 4. Lucas Schoen (Yam); 5. Kory Huffman (Yam).

60 (6-8): 1. Ricky Gunderson (Kaw); 2. Casey Huddleston (Kaw).

60 (9-11): 1. Kelvin Shoen (Kaw); 2. Tyler Fick (Kaw); 3. Travis Crawford (Kaw); 4. Dale Ainslie (Kaw); 5. Eric Slater (Kaw).

80 BEG: 1. Diyg Ask (Kaw); 2. Marcus Marquis (Hon); 3. Trevor Marquis (Hon); 4. Eric Nuttrock (Hon); 5. Dale Ainslie (Kaw).

80 JR: 1. Chris Church (Yam); 2. Joe Pearson (Hon); 3. Tim Zike (Yam); 4. Ryan Anderson (Kaw); 5. Gregory Balckwell (Hon).

80 INT: 1. Mike Strom (Yam); 2. Dusty Lenaberg (Suz); 3. Jason Hanson (Yam); 4. Michael Scheel (Yam).

S/MINI: 1. Mike Strom (Yam); 2. Dusty Lenaberg (Suz); 3. Joe Pearson (Yam); 4. Chris Church (Yam); 5. Ryan Anderson (Kaw); Michael Scheel (Yam).

125 BEG: 1. Kevin Stevens (Suz); 2. Casey Jones (Hon); 3. Ron Woodring (Hon); 4. David Woodring (Suz); 5. Craig Moore (Yam).

125 JR: 1. Tommy York (Hon); 2. Travid Murphy (Hon); 3. Jeramy Sahnow (Hon); 4. Shawn White (Hon); 5. Kent Keilwitz (Hon).

125 INT: 1. Ryan Terlecki (Hon); 2. Brad Hagseth (Hon); 3. Mike Ulven (Kaw); 4. Travis Ross (Hon); 5. Tim Holas (Suz).

125 PRO: 1. Jason McCormick (Hon); 2. Forrest Transue (Hon); 3. Vy-Lam Nguyen (Hon); 4. Marvin Waldo (Kaw); 5. Ryan Huffman (Kaw).

250 BEG: 1. Dan Gregor (Hon); 2. Clint Jones (Hon); 3. Kurt Conner (Kaw); 4. Clint Peterson (Hon); 5. Chad Jones (Yam).

250 JR: 1. Tommy York (Hon); 2. Rocky Gilmore (Kaw); 3. Jerry Wilson (Hon); 4. Tony Haas (Kaw); 5. Chet Bushnell (Hon).

250 INT: 1. Gary Terlecki (Suz); 2. Tim Holas (Suz); 3. Brian Worthington (Hon); 4. Brad Brunkal (Hon); 5. Jon Kauffman (Hon).

250 PRO: 1. Jason McCormick (Hon); 2. Ryan Huffman (Kaw); 3. Marvin Waldo (Kaw); 4. Terry Hamness (Kaw); 5. Mike Koehn (Kaw).

OPEN BEG: 1. Chad Jones (Yam); 2. Philip Lajiness (Kaw); 3. Darin Wolfe (Kaw); 4. Eric Goble (Hon); 5. Chris Taylor (Hon).

OPEN JR: 1. Ted Skipper (Yam); 2. Pat Dougherty (Hon); 3. Bill Bailey (Hon); 4. Rod Comstock (Hus); 5. Scott Foutch (Hon).

OPEN INT: 1. Marlow Mourer (Hon); 2. Dale Corra (Hon); 3. Steve Shepard (Kaw); 4. Michael Stahl (Kaw).

OPEN PRO: 1. Brett Bierek (Hon); 2. Kevin Yeager (Hon); 3. Chuck Sun (Hus).

WMN: 1. Traci Fleming (Yam); 2. Jomita Klein (Yam).

BTH: 1. Brad Hagseth (Hon); 2. Eric Rogers (Kaw); 3. Matt Bleckov (Hon); 4. Trevor Deyo (Hon); 5. Tony Haas (Kaw).

UTH: 1. Don Bisceglia (Hon); 2. Jason Dahness; 3. Tom Kittleman (Hon); 4. Larry Kuebler (Hon); 5. Shaun White (Hon).

30-40 C: 1. Doug Mudell (Hon); 2. Kurt Cannon (Kaw); 3. Phillip Lajiness (Kaw); 4. Brian Geddis (Hon); 5. Joel Sumstein (Hon).

30-40 B: 1. Robert Johnson (KTM); 2. Tom Poage (Yam); 3. Ted Skipper (Yam); 4. Michael Stahl (Kaw); 5. Steve Shepherd (Kaw).

30-40 PRO: 1. Chuck Sun (Suz); 2. Stacy Thornton (Hon); 3. Shane Spence (Hon); 4. Dave Silvestri (Suz); 5. Ron Sun (Hon).

O/T NOV: 1. Jeff Yaw (Hon); 2. Richard Kreps (Hon).

O/T AM: 1. James Peterson (Kaw); 2. Richard Duncan (Hon).

O/T EX: 1. Gary Doggett (Hon).

Kornoff krafty at LACR MX

By Greg Robertson

PALMDALE, CA, JULY 22

Justin Kornoff piloted his Honda CR80 to a couple of runaway victories to easily win the 80cc Beginner class during the California Racing Club's Friday night motocross at Los Angeles County Raceway.

It took Kornoff less than a lap to find a way around fast starters John Butler and Ty Hathaway, but once out front, Kornoff built on his lead with every lap en route to the moto win. Butler also pulled away from the pack to finish a lonely second. Hathaway had his front end wash out on lap three and handed third to Joel Hanson, who stayed there until the checkers fell.

Hathaway holeshot moto two, but Kornoff shot past him in a long section of whoops to grab the lead. Kornoff was long gone by lap two and ended up taking the second-moto victory with a half a lap lead. Hathaway and Hanson argued over the runner-up position with Hanson coming out on top on the final circuit for second overall.

Michael Young and Robby Couse battled all the way down to the wire in the first 80cc (12-13) class moto with Young taking the win by a bike length. Ito Posca held off Levi Reid for third.

Young got a break at the second moto start when Couse tangled with another rider and went down. Reid took over where Couse left off and hounded Young for the duration of the race. Young took the hard-earned second moto and overall win. Couse worked up through the large field to finish third and collect a second-place trophy.

Sidecar racing made a rare appearance at LACR with the Honda CR500-powered rig of Ed Hall and Brady Bud sweeping both races. The team of Jeff Andres and Paul Stimson holeshot moto one and held on to finish a close second. Anders and Stimson also fought their way up from mid-pack to claim second place in moto two ahead of Mitch and Dustin Hiniker.

Results

P/W B-2: 1. Tanner Alexander (Yam); 2. Christopher Jancich (Yam); 3. Jennifer Versput (Yam); 4. Rick Perez (Yam); 5. Jimmy Bernardi (Yam).

P/W B-1: 1. Anthony Houser (Yam); 2. Aron Tomota; 3. J.J. Noone (Itj); 4. Cory McDaniel (Yam); 5. Jimmy Soliz (Yam).

P/W A: 1. Ryan Roybal (Yam); 2. Ricky Hemme (Yam); 3. Jared Tebo (Yam); 4. Charles Messer (Yam).

P/W MOD: 1. Sean Collier (Yam).

60 BEG: 1. Ricky Oliver (Kaw); 2. Broc Harmon (Kaw); 3. Brett Mountain (Kaw); 4. Ricky Hemme (Kaw); 5. Aron Tomota (Kaw).

60 (0-8): 1. Anthony Houser (Kaw); 2. Sean Collier (Kaw); 3. Blake Margheim (Kaw); 4. Anthony Barbacovi (Kaw); 5. Vincent Rhoades (Kaw).

60 (9-11): 1. Scott Howe (Kaw); 2. Ray Perez (Kaw); 3. Nicholas Burson (Kaw).

80 BEG: 1. Justin Kornoff (Hon); 2. Joel Hanson (Yam); 3. J.C. Abbott (Kaw); 4. Ray Perez (Kaw); 5. John Butler (Suz).

80 (7-11): 1. Chris Tocco (Suz); 2. Scott Howe (Suz); 3. Johner Faulkner; 4. Blake Mitchell (Suz); 5. Bobby Steffan (Yam).

80 (12-13): 1. Michael Young (Suz); 2. Robby Couse (Suz); 3. Levi Reid (Yam); 4. Devin Seeger (Suz); 5. Michael Di Loreto (Yam).

80 (14-16): 1. George La Monte (Suz).

BW: 1. Kenny Seely (Kaw).

125 BEG: 1. Gabi Abayou (Hon); 2. Travis Smith (Yam); 3. Wes Dell (Suz); 4. Cole Townsend (Hon); 5. Jeff O'Dell.

125 NOV: 1. Mike Collier (Kaw); 2. Eric Anderson (Kaw); 3. Kevin Tarwater (Suz); 4. Shaun Mitchell (Kaw); 5. Keny Terracciano (Hon).

125 INT: 1. Casey Lytle (Hon); 2. Chris Kawasaki (Kaw); 3. Nick Mairose (Suz); 4. David Douton (Kaw); 5. Jeremy Deubner (Kaw).

125 PRO: 1. Erik Lindstrom (Hon).

The sidecar team of Ed Hall and Brady Bud (1) posted a two-moto sweep to win their class at the CRC Friday night motocross at LACR.

250 BEG: 1. Colby Begin (Hon); 2. Chad Davis (Yam); 3. Michael Kautz (Hon); 4. Mark Libardoni (Hon); 5. Bud Davis (Yam).

250 NOV: 1. Dale Barnett (Yam); 2. Matt Bryan (Kaw).

250 INT: 1. Casey Lytle (Hon); 2. Karl Lindstrom (Hon).

250 PRO: 1. Pat Bennett (Hon); 2. Tony Selek (Suz); 3. Peter Ware (Hon); 4. Roy Bremenour (Suz).

500 BEG: 1. James Jolley (Hon); 2. Alan Krane (Hon).

JR VET BEG: 1. Steve Sagely (Yam); 2. Charles Shannon (Hon); 3. Marty Uranga (Suz); 4. John Flanders (Hon).

JR VET NOV: 1. Eddie Buteaux (Suz); 2. Dale Gunter (Suz).

JR VET INT: 1. Rick O'Donnell (Hon).

VET BEG: 1. Peter Terracciano (Hon); 2. Mike O'Donnell (Hon); 3. Darrell Sanders (Hon); 4. Jon Hall (Hon); 5. Scott Mountain (Yam).

VET NOV: 1. Ed Tripp (Hon); 2. David Aloisio (Hon); 3. Rick Chouinard (Hon); 4. John Stich (Kaw); 5. John Alexander (Hon).

VET INT: 1. Tom Webb (Hon).

VET PRO: 1. Rodney Morrison (Hon); 2. Mark Horton (Yam).

SR BEG: 1. Larry Kirsch (Hon).

SR EX: 1. Ken Renaux (Hon).

SDCAR: 1. Ed Hall/Brady Bud (Hon); 2. Jeff Anders/Paul Stimson (Hon); 3. Mitch Hiniker/Dustin Hiniker; 4. Mike Burns/Bob Morgan (Hon); 5. Damon Doherty/Jason Kerbs.

Matiasevich no chicken at Starwest Motocross

By David Procida

MORENO VALLEY, JULY 27

Jeff Matiasevich took a break from the 125/250cc Nationals this week and came out to show the local Pros how it's done in the big-time by flying to the 125/250cc Pro/Intermediate class win.

Only one rider even came close to challenging the former West Coast 125cc Supercross Champion. In moto one, Matiasevich pulled a clean holeshot on the pack with Duane Benner rounding the turn in second. Behind the lead pair of Pro riders came a pair of Intermediates, Tim Beatty and Tim Sharp, both holding off Pro rider Justin McMurrich.

Sharp out powered Beatty on the back straightaway and then, a couple of laps later, found himself in the number-two position when Benner failed to re-appear after following Matiasevich into the "Phantom Corner." It seems a rut grabbed Benner's front tire, and he took an unexpected soil sample.

This put Sharp into second overall and split the Pro riders into two groups: Matiasevich in the lead group and McMurrich leading the second group. The rest of the moto was a follow-the-leader affair with Benner closing on McMurrich by moto's end.

Moto two was a dream come true for 250cc Intermediate rider Sharp, as he went heads-up with Matiasevich down the start straight and actually took the lead going into the back section. But Sharp's reality check came as the pair rounded the "Phantom Corner." Matiasevich railed the outside line, rocketing around the Intermediate rider to take the lead. Benner was running a strong third when Sharp washed out in the back section; Benner inherited second place.

Up front, Matiasevich styled to his second win for the overall victory. Benner and McMurrich - who had worked his way up after a poor start - rounded out the top three, while an elated Beatty and Sharp took their respective class wins.

Results

60 (6-8): 1. Joshua Grant (Kaw); 2. Scott Simon (Kaw); 3. Jason Medina (Kaw); 4. Kevin Folgheraiter (Kaw); 5. Mike Conner (Kaw).

80 (0-11): 1. Chris Hunsinger (Suz).

80 (14-16): 1. Danny Carlson (Kaw).

80 BEG: 1. Bryan Frost (Yam); 2. Matt Jorgenson (Yam); 3. Eliglia Titus (Yam); 4. Isiah Titus (Yam); 5. Jason Carlton (Yam).

WMN: 1. Tami Rice (Suz).

125 BEG: 1. Tyson Taylor (Hon); 2. Ryan Dietrich (Suz); 3. Howey Erickson (Suz), 4. Jason Beck (Yam).

125 NOV: 1. Ryan Duntsch (Suz); 2. Brandon Dahlgren (Yam); 3. Matt Alexander (Kaw); 4. Dean Beauchamp (Suz); 5. Darren Rivers (Hon).

125 INT: 1. Tim Beatty (Yam).

125 PRO: 1. Duwie Benner (Hon); 2. Justin McMurrich (Hon).

250 BEG: 1. Darrin Wiess (Kaw); 2. Tony Perez (Yam).

250 NOV: 1. Jason Padilla (Suz).

250 INT: 1. Tim Sharp (Kaw).

250 PRO: 1. Jeff Matiasevich (Yam).

25+ BEG: 1. Darin Murdoch (Hon); 2. Pat Oldknow (Yam).

25+ NOV: 1. Coleman Manchester (Hon).

30+ BEG: 1. Rick Luifield (Suz); 2. Mike Conner (Yam); 3. Jon Haddad (Yam); 4. Skip Pulver (Kaw).

30+ NOV: 1. Ken Wilson (Hon).

30+ INT: 1. Marc Crosby (Yam).

40+ NOV: 1. Jim Beck (Kaw).

Dressner dominates at Palmyra Motocross

By Melissa Threadgill

PALMYRA, NY, JULY 24

Ben Dressner won both motos in the 125cc Expert class at Palmyra MX for first overall.

In the first moto, Dressner, on the Goldsport-backed Suzuki, got the holeshot followed by Scott Ghidu, Justin Berg and Billy Silverole. While Dressner opened up a seven-second lead, Silverole passed Ghidu and set his sights on Dressner. With identical lap times, Dressner and Silverole battled it out. Dressner kept the lead, but Silverole pushed hard. On the last lap, Silverole almost caught Dressner, but went down, as did his prospects for top spot in the first moto. Dressner took the win, Silverole took second, and Ghidiu third.

In the second moto, Dressner once again got the holeshot, followed closely by Silverole and Ghidiu. Those positions would remain the same as they emerged from the back section of the track. Silverole tried hard throughout the race, but couldn't pass Dressner and ended up with second.

Troy Clark got the Pee Wee holeshot in moto one, followed by Kenny Nichols and Mike Sick. Early on, Sick passed Nichols and then passed Clark to get into first place. Although Clark and Nichols tried hard, they were relegated to second and third, respectively, as Sick took first.

In the second moto, Clark again got the holeshot, followed by Sick and Nichols. But on the second lap, Sick passed Clark. The top three positions stayed the same, but in the rest of the class there were lots of battles, especially between Jeffery Mort and Brandon Meirer for fourth and fifth. In the end, Meirer took fourth and Mort was fifth.

In the 125cc Beginner class, Brian Barber took first in the first moto and second in moto two for first overall.

Results

P/W: 1. Mike Sick (Yam); 2. Troy Clark (Yam); 3. Kenneth Nichols (Yam); 4. Brandon Meirer (Yam); 5. Jeffery Mort.

60: 1. Jamie Robinson (Kaw); 2. Jody Smith (Kaw); 3. Mike Sick (Kaw); 4. Bradley Bourne (Kaw); 5. Jack Carpenter (Kaw).

JR MINI: 1. Jamie Robinson (Kaw); 2. Aaron Shephard (Suz); 3. Marshall McFarlland (Suz); 4. Jack Carpenter (Kaw); 5. Bobby Silverole (Kaw).

SR MINI: 1. Paul Carpenter Jr. (Hon); 2. Adam Bourne (Kaw); 3. Brian Barber (Kaw); 4. Aaron Dieter (Suz); 5. Matt Bourne (Kaw).

MINI COMB: 1. Paul Carpenter Jr. (Hon); 2. Mike Legno (Kaw); 3. Aaron Dieter (Suz); 4. Adam Bourne (Kaw); 5. Brian Barber (Kaw).

125 SCHBY: 1. Mike Barker (Suz); 2. Jeff McKeown (Kaw); 3. Matt Sick (Suz); 4. Shawn Ross (Hon).

125 BEG: 1. Brian Barber (Kaw); 2. Charles Rizzi (Hon); 3. Pat Ferster (Hon); 4. Wilber Cuballero (Hon); 5. Pat Zugnoni (Kaw).

201-OPEN BEG: 1. Adam Robinson (Hon); 2. Pat Ferster (Suz); 3. Kevin Howe (Suz); 4. Steve Orshea (Kaw); 5. Tom Pauly (Suz).

Susan Smith (68) rode consistently over the two days of competition at Albany Supercross and came away with the 30-40 Intermediate class win.

125 NOV: 1. Jeffery McKeown (Kaw); 2. Matt Sick (Suz); 3. Mike Barker (Suz); 4. N. Joe Holliday (Kaw); 5. James Holden (Hon).

201-OPEN NOV: 1. Nathan Aneletegg (Hon); 2. Ron Bagg (Hon); 3. Gary McFarland (Kaw); 4. Kerry Simmons (Kaw); 5. Tom Meritt (Hon).

125 AM: 1. Seth Enslow (Hon); 2. Michael Thesing (Kaw); 3. Bob Neiss (Suz); 4. Robert Dietrick (Hon); 5. Josh Rizzo (Kaw).

201-OPEN AM: 1. Chris Livermore (Kaw); 2. Robert Kelly (Yam); 3. Joesph Nothanagle (Suz); 4. Kelly Henry (Kaw); 5. Scott Flohr (Suz).

125 EX: 1. Ben Dressner (Suz); 2. Billy Silverole (Kaw); 3. Scott Ghidiu (Kaw); 4. Scott Camp (Kaw); 5. Bart Lucas (Kaw).

201-OPEN EX: 1. Paul Austin (Kaw); 2. Chris Pecora (Hon); 3. Scott Ghidiu (Kaw); 4. Garrett Russell (Suz); 5. Martin McDonald (Suz).

25+ A: 1. Paul Austin (Kaw); 2. Bart Lucas (Kaw); 3. Scott Camp (Kaw); 4. Joe Ellington (Suz).

25+ B: 1. Tim Becht (Kaw); 2. Ethan Carter (Kaw); 3. Scott Rhinehart (Kaw); 4. Robert Dietrick (Hon); 5. Jeff Garlock (Suz).

SR A: 1. Brian Broadwell (Suz).

SR B: 1. Bob Ragalsis (Kaw); 2. Dave Waters (Suz); 3. Mark Williams (Kaw); 4. Joseph Smith (Suz); 5. Tom Ghidiu (Kaw).

SR C: 1. Gary Oulsio (KTM); 2. Dennie Mulcahy (Hon); 3. Steven Chapman (Kaw); 4. Christopher Moset (Kaw); 5. Steven Rowe (Kaw).

VINT/WOODS: 1. Phil Rosinsky (Hon); 2. Ethan Carter (Kaw); 3. Scott Flohr (Suz); 4. Mark Gage (Yam); 5. Gary McFarland (Kaw).

40+: 1. Fred Lucas (Kaw); 2. Tom Ghidiu (Kaw); 3. Dennie Mulcahy (Hon).

Smith lands overall at Alabany Supercross

By Deanna Holbrook

ALBANY, OR, JULY 23-24

Rounds five and six of the Western States National held at Albany Supercross gave Susan Smith the overall win for the weekend in the 30-40 Intermediate class against Saturday competitors Carl Chadwick and Jim Harris and Sunday rivals Dave Fox and Gary Doggett.

In Saturday's race, Smith took second behind Chadwick in the first moto and third in moto two behind Chadwick and Harris for third on the day. But it would be Sunday's competition that would determine the overall winner.

On Sunday, with a field of nine riders going at it, Smith claimed two second-place finishes behind Doggett in moto one, and Dave Fox in moto two, which landed her the overall for the weekend. Harris took second overall with Rick Roberts landing third overall.

Other action saw Kevin Yeager take overall honors in the Open Pro class, while Shawn Highland took the win in 250cc Pro class. Roby Leach was second overall and Kevin Yeager third overall. The 125cc Intermediate class was a one-man show, as Cory Fuller topped Ryan Terlecki and Eric Graves for the class win. The 125cc Junior class featured close battles between Robb Fabrick and Butch Isaacson with Fabrick taking the overall and Isaacson taking second. The 125cc Beginner class was again an uncontested easy win for Lee Carkhuff.

Results

Saturday

WEE PEE MOD: 1. Nick Lachapelle (Yam); 2. Jesse Duval (Yam); 3. Joshua Hill (Yam).

60 JR: 1. Brandon Lachapelle (Kaw); 2. Ricky Gunderson (Kaw); 3. Lee Duval (Kaw); 4. Jared Werline (Kaw); 5. Casey Duval (Kaw).

60 SR: 1. Tyler Fick (Suz); 2. Derek Walkoski (Kaw); 3. Clayton Kayser (Kaw).

80 BEG: 1. Jason Cross (Kaw); 2. Matt Harris (Hon); 3. Levi Kasper (Suz); 4. Derek Walkoski (Kaw); 5. Tommy Blanton (Suz).

80 (9-11): 1. Michael Gamby (Yam); 2. Tyler Fick (Suz).

80 (12-13): 1. Matt Springsteen (Hon); 2. Gregory Blackwell (Hon); 5. Cody Garvin (Yam).

60 (14-16): 1. Nuria Tranchina (Hon); 2. Justin Crouch (Yam).

MINI OPEN: 1. Nuria Tranchina (Hon); 2. Matt Springsteen (Hon); 3. Cody Garvin (Yam); 4. Michael Gamby (Yam).

125 BEG: 1. Lee Carkhuff (Hon); 2. Doug McKellar (Hon); 3. John Deconnick (Kaw); 4. Christian Beck (Yam); 5. Jason Cross (Kaw).

125 JR: 1. Tony Haas (Kaw); 2. Robb Fabrick (Kaw); 3. Butch Isaacson (Hon); 4. Matt Williams (Yam); 5. Caleb Wyatt (Suz).

125 INT: 1. Cory Fuller (Yam); 2. Ryan Terlecki (Hon); 3. Eric Graves (Hon); 4. Richard Ruebesam (Hon); 5. Mike Ulven (Kaw).

125 PRO: 1. Shawn Highland (Suz); 2. Ryan Hagemann (Kaw); 3. Raby Leach (Suz).

250 BEG: 1. Neil Nighfingale (KTM); 2. Aaron Watts (Yam); 3. Ty Obrien (Kaw); 4. Travis Aldrich (Hon); 5. Fred Lang (Hon).

250 JR: 1. Rich Murray (Hon); 2. Chad Gilbert (Hon); 3. Jason Parks (Hon); 4. Mike Stults (Han); 5. Walter Smith (Kaw).

250 INT: 1. Brad Brunkal (Hon); 2. Jon Kauffman (Hon); 3. Eric Rogers (Kaw); 4. Robert Breaux (Hon); 5. Jody Lenard (Kaw).

250 PRO: 1. Shawn Highland (Suz); 2. Kevin Yeager (Hon); 3. Roby Leach (Suz).

OPEN AM: 1. Carl Chadwick (KTM); 2. Richard Burtch (Hon); 3. Kevin Grove (ATK).

OPEN PRO: 1. Kevin Yeager (Hon); 2. Paul Nauman (Hon).

BTH JR: 1. Chad Gilbert (Hon); 2. Tony Haas (Kaw); 3. Shane Scarborough (Hon).

BTH INT: 1. Shawn Highland (Suz); 2. Mike Ulven (Kaw).

UTH: 1. Monte Hill (Suz); 2. Martin Nauman (Hon); 3. Butch Isaacson (Hon).

OTH INT: 1. Carl Chadwick (KTM); 2. Jim Harris (Yam); 3. Susan Smith (Kaw); 4. Rick Roberts (Yam).

OTH JR: 1. Randy Duval (Yam); 2. Chris Davidson (Suz); 3. Kevin Grove (ATK); 4. Patrick Brown (Kaw); 5. Doug Dunagan (Kaw).

OTH PRO: 1. Gary Rost (Hon).

O/T JR: 1. Jim Watts (Hon); 2. Ed Parsons (Yam); 3. Randy Layne (KTM); 4. Clifford Kobernik (Suz); 5. Jim English (Suz).

O/T INT: 1. Ken Shandrow (KTM); 2. Walter Call (Yam); 3. Bill Naylor (Hon); 4. Patrick Brown (Kaw); 5. Skip Waddell (Suz).

O/T EX: 1. Walter Smith (Kaw).

O/T PRO: 1. David Eakin (Hon); 2. Jim Harris (Yam); 2. Gary Doggett (Hon); 4. Jim Lamkin (Hon); 5. Dave Merklin (Suz).

50+: 1. Ken Shandrow (KTM); 2. Gary Bonds (Kaw); 3. Ed Parsons (Yam); 4. Gene Chittim (Hon); 5. Bill Naylor (Hon).

WMN: 1. Susan Smith (Kaw); 2. Deanna Holbrook (Hon).

Sunday

WEE PEE MOD: 1. Nick Lachapelle (Yam); 2. Jesse Duval (Yam).

60 JR: 1. Ricky Gunderson (Kaw); 2. Brandon Lachapelle (Kaw); 3. Jared Werline (Kaw); 4. Casey Duval (Kaw); 5. Lee Duval (Kaw).

60 SR: 1. Tyler Fick (Kaw); 2. Derek Walkoski (Kaw); 3. Clayton Kayser (Kaw).

80 BEG: 1. Dustin Phillips (Hon); 2. Jason Gross (Kaw); 3. Matt Harris (Hon); 4. Derek Walkoski (Kaw); 5. Chris Driscoll (Kaw).

80 (9-11): 1. Tyler Fick (Suz); 2. Michael Gamoy (Yam).

80 (12-13): 1. Matt Springsteen (Hon); 2. Cody Garvin (Yam); 3. Gregory Blackwell (Hon); 4. Curtis Luoto (Yam).

80 (14-16): 1. Nuria Tranchina (Hon); 2. Justin Crouch (Yam).

MINI OPEN: 1. Matt Springsteen (Hon); 2. Nuria Tranchina (Hon); 2. Cody Garvin (Yam); 4. Michael Gamby (Yam).

125 BEG: 1. Lee Carkhuff (Hon); 2. Tim Meyer (Hon); 3. Brock Ewers (Hon); 4. Doug McKellar (Hon); 5. Gary Silva (Yam).

125 JR: 1. Jamie Claassen (Kaw); 2. Robb Fabrick (Kaw); 3. Butch Isaacson (Hon); 4. Glen Koffler (Kaw); 5. Dan Mathis (Suz).

125 INT: 1. Cory Fuller (Yam); 2. Ryan Teriecki (Hon); 3. Eric Graves (Hon); 4. Mike Ulven (Kaw); 5. Brian Worthington (Hon).

125 PRO: 1. Shawn Highland (Suz); 2. Ryan Hagemann (Kaw); 3. Mike Hamness (Kaw).

250 BEG: 1. Neil Nightingale (KTM); 2. Ty Obrien (Kaw); 3. Sean Munrue (Kaw); 4. Paul Meusling (Yam); 5. Michael Marsolf (Yam).

250 JR: 1. Chad Gilbert (Hon); 2. Jason Parks (Hun); 3. Chuck Standeford (Hon); 4. Mike Stults (Hon); 5. Mark Lokteff (Hon).

250 INT: 1. Brad Brunkal (Hon); 2. Brian Worthington (Hon); 3. Eric Rogers (Kaw); 4. Jon Kauffman (Hon); 5. Robert Breaux (Han).

250 PRO: 1. Shawn Highland (Suz); 2. Roby Leach (Suz); 3. Kenny Olsen (Suz); 4. Don Bisceglia (Hon); 5. Terry Hamness (Kaw).

OPEN AM: 1. Richard Burtch (Hon); 2. Dave McKuhn (Kaw).

OPEN PRO: 1. Roby Leach (Hon); 2. Kenny Olsen (Hus); 3. Kevin Yeager (Hon).

BTH JR: 1. Jason Parks (Hon); 2. Chad Gilbert (Hon); 2. Tony Haas (Kaw); 4. Caleb Wyatt (Suz); 5. Jared Logan (Hon).

BTH INT: 1. Mike Ulven (Kaw); 2. Shawn Highland (Suz).

UTH: 1. Don Bisceglia (Suz); 2. Monte Hill (Suz); 3. Jady Lenard (Kaw); 4. Butch Isaacson (Hon); 5. Rick Walling (Yam).

OTH INT: 1. David Fox (Kaw); 2. Susan Smith (Kaw); 3. Gary Doggett (Hon); 4. Dan Mathis (Suz); 5. Don Schneider (Yam).

OTH JR: 1. Randy Duval (Yam); 2. Tim Smith (Suz); 3. Steve Jackson (Hon); 4. Jerry Miller (Hon); 4. Fred Lang (Hon); 5. Richard Burtch (Kaw).

OTH PRO: 1. Frank McKuhn (Yam).

O/T JR: 1. Jim Watts (Hon); 2. Clifford Kobernik (Suz); 3. Cynthia Faster (Kaw); 4. Mike Hopkins (KTM); 5. Jim English (Suz).

O/T INT: 1. Mike McDonnell (Hon); 2. Walter Call (Yam); 3. Junior Meusling (Hon); 4. Patrick Brown (Kaw); 5. Skip Waddell (Suz).

O/T EX: 1. Walter Smith (Kaw).

O/T PRO: 1. Jim Lamkin (Hon); 2. Gary Doggett (Hon); 3. Dave Merkin (Suz); 4. Terry Hamness (Kaw); 5. Mike Perry (Hon).

50+: 1. Bill Naylor (Hon); 2. Loren Bolster (Kaw); 3. Clarence Kitto (KTM); 4. Ed Parsons (Yam); 5. Nate House (Hon).

WMN: 1. Susan Smith (Kaw); 2. Deanna Holbrook (Hon); 2. Christina Claassen (Kaw); 4. Joni Klein (Suz).

Faria two-times Perris Spdwy

By Elaine Jones

LAKE PERRIS, CA, JULY 30

Mike Faria provided the thrills by winning both main events as Lake Perris Speedway re-opened to a standing room only crowd.

The much anticipated match-race between Faria, a former two-time U.S. National Speedway Champion and current AMA Supercross Champion Jeremy McGrath ended with the speedway bike beating the motocrosser, 2-0. Faria rode the speedway bike first and came from long yardage to just beat the CR250-mounted McGrath at the wire. When McGrath got on the speedway bike, Faria started much closer, but a tank slapper almost put him in the wall and surely would have put a lesser rider on the ground. McGrath rode the brakeless machine very smoothly and came away with the win.

With the serious racing underway, the top four riders after four rounds of Scratch racing were Faria with 15 points, Josh Larsen with 12, and Shawn McConnell and John Aden tied with 11. Faria drew the pole with McConnell right next to him, and Aden and Larsen in three and four, respectively. The race was cut very short for Aden when he broke the tape and was ejected, making the main event a three-rider go. On the start, Faria and McComell took a low, tight line and ran 1-2 while Larsen went to work on the outside. With two laps gone, Larsen got a drive that propelled him by McConnell, but nobody was going to catch Faria, and Larson settled for second as Faria crossed the line first.

Faria then came from the 80-yard line and capped off his evening of racing by passing Randy Skinner on the last lap to win the Handicap main. Skinner had led from the get-go but Faria was not to be denied. Larsen was also hoping to get by Skinner, but Skinner wasn't having any of that, and Larsen settled for the third.

The team of Stephens and Stephens got the jump on the field at the start of the Sidecar main, but it was McIntyre and Ketcham who took over on the second lap and led the field home for the win. Jimmy Fishback Jr. led the Division One Junior main from wire to wire, while Josh O'Neal won the Support Division Juniors. Robbie Sauer went the distance in the Support main followed by Jerry Cooper and Mitch Hall. The Support Beginner main went to Dave Berry, with Dan Jones second and Wes Cooley third.

Results

SCRATCH: 1. Mike Faria (Jaw); 2. Josh Larsen (GM); 3. Shawn McConnell (Gdn); 4. John Aden (Jaw).

HDCP: 1. Mike Faria (Jaw); 2. Randy Skinner (Jawa); 3. Josh Larsen (GM); 4. Greg Ayers (Wes); 5. Craig Furman (Wes).

SUP: 1. Robbie Sauer (Jaw); 2. Jerry Cooper (Wet); 3. Mitch Hall (Jawa); 4. Robbie Hackman (Wes); 5. Mike Reed (Wes).

SUPPORT BEG: 1. Dave Berry (Jaw); 2. Dan Jones (Gdn); 3. Wes Cooley (Wes).

JR D-1: 1. Jimmy Fishback Jr. (Jaw); 2. Ryan Fisher (Wes); 3. Stephen Downing (Wes); 4. Brandon Mitchell (Wes).

JR SUP: 1. Josh O'Neal (Yam); 2. Jeremy Simmons (Yam); 3. Joey Draper (Hon); 4. Shawn Draper (Hon).

SDCAR: 1. McIntyre/Ketcham (Kaw); 2. Horsley/Medberry (Hon); 3. Hall/Patterson (Kaw); 4. Stephens/Stephens (Kaw).

Mason maturing at Marysville Motocross

By John Silva

MARYSVILLE, CA, JULY 30

"A Trans-Cal warm-up" was the way Hillside Honda/Rick's Texaco/Beebe Transport-backed J.R. Mason described his 250cc Junior class win at Riverfront Park.

"This is one of the roughest tracks in the nation," said Mason. "I'm here training for the CMC Trans-Cal Nationals coming up in a few weeks, and I feel ready to go for it!"

In the first 250cc Junior/Beginner moto, Mason was quick off the gate and kept the lead around the first turn. The first-lap leaderboard was nearly all Honda red, as the red racers of Mason, Michael Segundo, Mike Cheney and Phil Segundo led the pack, with the only green posted belonging to the Kawasaki of Jason Dunbar in fifth position. In the early part of the eight-lap moto, the stylish Mason built a lead which he made the most of through a display of high-flying antics.

Behind Mason, the fast beginners were sorting themselves out, led by Mike Segundo, Cheney and Phil Segundo, while James Stoneking made up for a poor start by moving through the field rapidly, eventually reaching fifth at mid-race.

Just off the leaderboard, Gina Dawson had a good moto going for herself until disaster struck on lap five, ending Dawson's raceday with a painful fall.

Out front, Mason was busy lapping backmarkers as he headed

to the finish. At the flag, it was Mason by a mile, followed by brothers Mike and Phil Segundo.

In the second moto, Mason not only holeshot, but pulled a near-perfect wheelstand all the way to the first turn. Exiting the turn, there was some argument over the lead between Mason, Mike Segundo and Stoneking. Up front, the close racing continued at first, but soon Mason achieved an impressive advantage, which he only improved upon as the moto progressed. Mason was more business-like in this moto, as he methodically lapped through nearly the entire beginner field by the race's end.

By the second lap, Stoneking had cemented himself into second place (first in the beginner class) where he wisely stayed for the rest of the moto. The checkered flag found Mason first, ahead of Stoneking, Mike Segundo, Cheney, Phil Segundo and Jason Dunbar.

Results

250 JR: 1. J.R. Mason (Hon).

125 PRO: 1. Mike Brandes (Kaw); 2. Jake Windham (Suz).

250 BEG: 1. Mike Segundo (Hon); 2. James Stoneking (Kaw); 3. Mike Cheney (Hon); 4. Jason Dunbar (Kaw); 5. Jack Wheeler (Yam).

125 JR: 1. Scott Grosser (Suz); 2. Dan Denuzzo (Kaw); 3. Torey Aylesworth (Kaw); 4. Stu Perry (Hon); 5. Michael Johnson (Hon).

125 BEG: 1. Willie Spencer (Kaw); 2. Marlin Cole (Kaw); 3. Tom Morin (Suz); 4. Doug Pain (Suz); 5. Joseph Krantz (Hon).

80 BEG (9-16): 1. Michael Anderson (Yam); 2. Jesse Olson (Hon); 3. Eric Fisk (Hon).

60: 1. Alex Perez (Kaw).

P/W: 1. Brent Nelson (Yam).

VET PRO: 1. Mike Harper (Kaw); 2. Lee Miller (Hon).

VET INT/JR: 1. Joe Martin (Hon); 2. Creighton Todhunter (Hon); 3. Dave Porter (Hon).

VET BEG: 1. Phillip Ross (Hon); 2. Marc Magnus (Kaw); 3. David Sobol (Yam).

Stanton stonewalls Perris MX

By Tony Alessi

PERRIS, CA, JULY 30

David Stanton extended his points lead in the 125cc Beginner class by posting the overall win tonight during round seven of the GFI "Win a Truck" night racing series at Perris Raceway.

The first 125cc Beginner race saw John Sanders pull the holeshot and lead from start to finish. Stanton started near the front of the pack and spent most of the moto trying to catch Sanders. Stanton finally closed the gap during the final two laps when Sanders became trapped behind lapped riders. Sanders held on for the moto win while Stanton settled for second in front of Robert Colton, Justin Turner and Mike Koger.

Stanton pulled the holeshot in the all-important second moto while first-moto winner Sanders got stuck in the starting gate.

"I held the clutch in, but the bike was creeping forward," Sanders said. "Before I knew what happened, the gate fell and I was stuck."

Sanders began his charge from 24th place and quickly worked his way through the pack, passing riders three and four at a time. Oblivious to all that was happening behind him, Stanton was cruising with over a 10-second lead. During the final laps, Sanders had worked up to third, then passed Colton with two laps to go for second.

Sanders turned up the wick and closed to within three bike lengths of Stanton but it was too little, too late, as Stanton took another overall victory and extended his points lead to 15 over Sanders, who finished second. Colton was consistent for third, topping Warren Klure, Ryan Orr and Turner.

Todd Downs, an east coast National racer visiting California, showed his talent by topping heavy favorite Spud Walters in the first moto of the 250cc Pro class. But Walters holeshot the second moto and pulled away for a convincing moto and overall win. Vet racer Greg Zitterkopf aboard a four-stroke KTM finished second in front of first-moto winner Downs, who appeared to be suffering from night blindness.

Results

50 F/T: 1. Chaz Diesel (Yam).

50 BEG: 1. Matthew Thorp (Yam); 2. Arnold Noriega (Yam); 3. Bucky Clarke (Yam).

50 STK NOV: 1. Garret Williams (Yam); 2. Jeff Alessi (Yam); 3. Cole Seely (KTM).

50 S/STK NOV: 1. Michael Parker (Yam); 2. Jeff Alessi (Yam); 3. Cole Seely (KTM).

50 MOD NOV: 1. Michael Parker (Yam); 2. Jeff Alessi (Yam).

50 S/STK EX: 1. Chad Munn (Yam).

50 MOD EX: 1. Chad Munn (Yam).

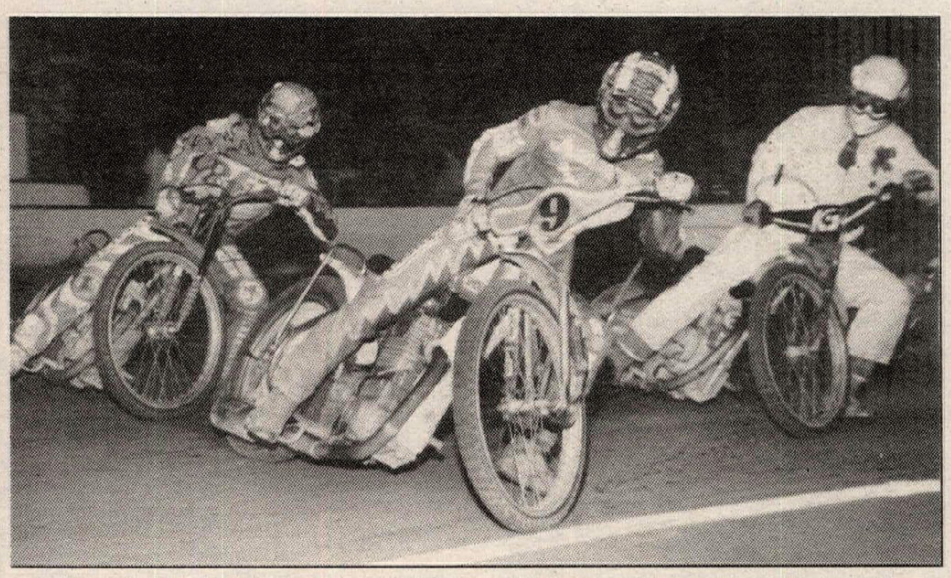
50 OPEN: 1. Chad Munn (Yam); 2. Matthew Clark (Yam); 3. Michael Parker (Yam); 4. Mike Alessi (Yam); 5. Jeff Alessi (Yam).

60 BEG: 1. Chad Munn (Kaw); 2. Carlos Gonzalez (Kaw); 3. Scott Simon (Kaw); 4. Chris Thorp (Kaw); 5. Ryan Weber (Kaw).

60 NOV: 1. Brock Bolling (Kaw).

80 F/T: 1. Derek Lee (Kaw); 2. Dustin Meyer (Kaw); 3. Derek Gibson (Yam); 4. Rick Lakin (Yam).

80 BEG: 1. Corey Daly (Yam); 2. Ross Garcia (Yam); 3. George Luhrsen (Yam); 4. Brandon Staddan (Kaw); 5. Daniel Finken (Kaw).



Mike Faria continued his dominance of Southern California Scratch racing by posting the win in the Scratch feature at Costa Mesa Speedway.

80 NOV: 1. Chris Rogers (Suz); 2. Randy Clark (Yam); 3. John Granlund (Yam).

80 INT: 1. Sean Hamblin (Yam).

80 OPEN: 1. Robby Couse; 2. Jiri Dostal (Suz).

125 BEG: 1. David Stanton (Yam); 2. John Sanders (Suz); 3. Robert Colton (Kaw); 4. Warren Klure (Kaw); 5. Ryan Orr (Hon).

125 NOV: 1. Josh Carter (Yam); 2. Ryan Branderburg (Hon); 3. Bomber Hernandez (Hon); 4. Chad Smart (Kaw); 5. Damion Loudd (Kaw).

125 INT: 1. Nathan Woods (Hon); 2. John Emerson (Suz); 3. Mike Battista (Kaw); 4. Joe Ryan (Suz); 5. Casey Musick (Kaw).

125 PRO: 1. Greg Schnell (Suz); 2. Spud Walters (Suz); 3. Mike Chamberlain (Kaw); 4. Larry Linkogle (Hon); 5. Jeff Tilton (Suz).

250 BEG: 1. Ryan Banford (Hon); 2. Corey Hudson (Suz); 3. Todd Moore (Hon); 4. Chris Weedon (Kaw); 5. David Stufkosky (Yam).

250 NOV: 1. David Queryl (Hon); 2. Craig Williams (Hon); 3. Elton Yates (Hon).

250 INT: 1. David Hughes (Kaw); 2. Anthony Hadsall (Hon); 3. David McCown (Hon).

250 PRO: 1. Spud Walters (Suz); 2. Todd Downs (Hon); 3. Ryuichi Yamada (Suz); 4. Jeff Tilton (Suz); 5. Shay Fretwell (Suz).

500 NOV: 1. Coleman Manchester (Hon); 2. Karl Holmherg (KTM); 3. Matt Dodd (Hon); 4. Henry Kokosenski (Hon).

25+ BEG: 1. Mark Cosgrove (Hon); 2. Darin Pierce (Kaw); 3. Les Holland (Hon); 4. Scott Pierce (Kaw); 5. John Heaston (Kaw).

25+ NOV: 1. Todd Johnson (Suz); 2. Gary Harada (Yam); 3. Darrell Statliam (Yam); 4. Tony Nguyen (Hon).

30+ BEG: 1. Dennis Gallagher (Yam); 2. Tim Williams (Kaw); 3. Steve Berg (Yam); 4. Kyle Reutgen (Yam); 5. Mike Torres (Hon).

30+ NOV: 1. Andrew Smith (Suz); 2. Gary Harada (Yam); 3. Todd Johnson (Suz); 4. Mark Sandzimier (Kaw); 5. Karl Holmberg (KTM).

30+ INT: 1. Kevin Fringer (Kaw); 2. Mark Stroup (Yam); 3. Dave Ivory (Hon); 4. Jim Hanson (Hon).

30+ PRO: 1. Greg Zitterkopf (KTM).

35+ NOV: 1. Dave Simon (Kaw); 2. Skip Cristy (Hon); 3. Jack Phinn (Hon); 4. Greg Pagan (Hon); 5. G.L. Williams (Hon).

40+ AM: 1. Rich Hanson (Hon); 2. Steve Bebeck (Suz).

Faria, Castro merciless at Costa Mesa Speedway

By Orenthal James
Photo by Jim Thorn

COSTA MESA, CA, JULY 29

"Flyin'" Mike Faria opened up the AMA summer speedway season at Costa Mesa Speedway in fine style by scoring the Scratch main event win on Fan Appreciation Night.

Faria, who won back-to-back National titles in 1990 and 1991, and currently leads the points at all Southern California tracks, gave Costa Mesa fans a preview of his plans for the main event by racing to victories in his Scratch heat and semi. In the Scratch main, Faria was joined by Gary Hicks, Josh Larsen, Shawn McConnell and none other than returning visitor, Razzo the Clown.

When the tapes went up Faria took the lead immediately from his number-two starting position, followed by Razzo and Hicks. Razzo slid his way into second place early in the race, and tried to apply pressure to the streaking Faria. But as the race unfolded, Razzo's style - which virtually mirrors that of 1987 National Champion Brad Oxley but with more flair and speed - was no match for Faria, who held the good line on the blue groove and refused to yield. The Shoei/Jack's Disposable Service/BK/Terrycable/Scott/ USA/Oilzall/Rox-backed Faria brought home the win ahead of Razzo, Hicks, Larsen and McConnell.

Faria would start from the 40-yard line in the Handicap main event, but though he worked his way through the pack to a respectable finish in the eight-lapper, the win would elude him. The battle for Handicap supremacy came down to Eddie Castro and - once again - Razzo. Castro bolted from his post on the 30-yard line to grab the lead from fellow 30-yard-liners Andy Northrup and Don Odom while Razzo got a good jump off the line and led the 40-yard-liners to the first turn. Northrup followed Castro for four laps but quickly found himself having to concentrate less on the pursuit of first place and more on the defense of his second-place position, as Razzo was charging hard. Razzo finally did get around Northrup about two laps later, but there was simply not enough time left to catch the fleeing Castro, who took the win. Faria worked his way past Northrup to salvage third at the line.

Results

SCRATCH: 1. Mike Faria (GM); 2. Razzo the Clown (Wes); 3. Gary Hicks (Wes); 4. Josh Larsen (Wes); 5. Shawn McConnell (Gdn).

HDCP: 1. Ed Castro (Wes); 2. Brad Oxley (Wes); 3. Mike Faria (GM); 4. Josh Larsen (Wes); 5. Don Odom (Gdn).

SUP: 1. Randy Evans (Wes); 2. Mike Reed (Wes); 3. Randy Skinner (Jaw); 4. Brian Pappalardo (Wes); 5. Beau Levandoski (Jaw).

SUP B: 1. Scott Rousseau (Wes); 2. Mike Boyle (Jaw); 3. Jim Sullivan (Jaw); 4. John Defries (Wes); 5. Danny Jones (Gdn).

Smith sizzles at Bear Creek Speedway

By Kevin George

S. CANTON, OH, JULY 23

Kevin "Kalvin" Smith took no prisoners in speedway action at Bear Creek Speedway, as the Applied Innovations/Blendzall/Leathers By Linda/Linder Custom Sport Cycle/Shoei Helmets/Discount Cycle Supply-backed rider topped the competition in four heat races as well as the Scratch and Handicap main events.

Randy Gutshall and Mark Maurer did their best to keep Smith from dominating, but each came up short. Gutshall, in only his second race after a two-year "retirement," dogged Smith in two of the heat races and throughout the Scratch main. Maurer was in the hunt for two of the heats as well but had to settle for third in the Scratch main. John Busler, in his first full year of speedway, qualified for the Scratch main and was content to take fourth. Busler has shown marked improvement in his riding.

Smith started the Handicap main from the 75 yard line with Gutshall at the 60 and Maurer at the 50. Maurer led the charge through slower traffic, then with two laps to go, Smith charged past Gutshall on the front stretch, then Maurer as they exited turn two.

"I made up my mind to win it all tonight. I want to take the momentum into the U.S. Open and beat the boss," Smith said, referring to bike owner Scotty Brown, who is the defending U.S. Open Champion.

Flat track action also had a dominant rider as Dan Reed took the checkered flag six times. Reed (Cornerstone Chapel of Medina) won four heat races and main events in both Lite and Heavy flat track action. Reed also topped the big-bore class with John Massey second. John Clark won the knobby class after racing side by side with Barnhill for six laps. Barnhill came up half-a-wheel short at the finish. Kevin Townsend out-powered Sean Massey and Brant Ralston for the Youth bike win. CN

Results

YTH BK: 1. Kevin Townsend (Yam); 2. Sean Massey (Yam); 3: Brant Ralston (Yam).

KNBBY OPEN: 1. John Clark (Yam); 2. Tom Barnhill (Suz).

L/W: 1. Dan Reed (Hon); 2. Tom Barnhill (Bul); 3. Kerry Kubena (Bul); 4. Christian Adams (Bul).

H/W: 1. Dan Reed (Hon); 2. John Massey (Yam); 3. Tom Barnhill (Yam).

SCRATCH: 1. Kevin Smith (Jaw); 2. Randy Gutshall (Jaw); 3. Mark Maurer (Jaw); 4. John Busler (Jaw).

HDCP: 1. Kevin Smith (Jaw); 2. Mark Maurer (Jaw); 3. Randy Gutshall (Jaw); 4. John Busler (Jaw); 5. Rick Merry (Jaw).

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TEAM GREEN WEEKEND SCHEDULE OF EVENTS 1994

Friday, September 2nd: Press Day & Pro Practice - 11 a.m. - 2 p.m. Amateur MX Practice: 2 - 5 p.m. Admission: $34 (includes Sat.\Sun. Ticket - No Refunds). There will also be practice Saturday morning.

Saturday, September 3rd: Team Green Fall Nationals - Amateur & Quad Racing All classes. (No pre-entry required.) Admission: $28 (includes Sun. Ticket - No Refunds.) Rider fee $20 - Reg. 7 - 8 a.m.

Sunday, September 4th: Adm. $17 - 125/250cc Professional Motocross National Championships. Race 1 pm. Rain or shine.

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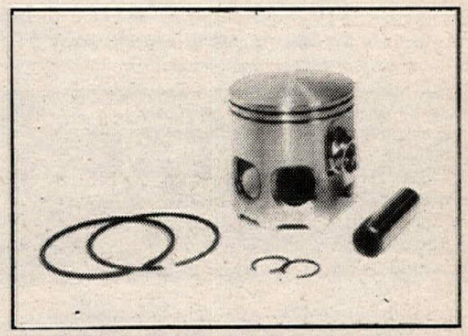

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Weekend Schedule
Fri., Aug. 26--Open 10 am
Pro Practice--12-1:30 pm
Amateur Practice--3-5 pm
There will also be practice Saturday
Meet the Dunlop sponsored riders--1-3 pm
Sat., Aug. 27
Amateur Sign-up--6-8 am
Amateur Practice--8 am
Suzuki East Coast Amateur Nationals--10 am
Sun., Aug. 28--125cc/250cc
Suzuki Nationals
Qualifying--10 am
First Race--1 pm

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8:30 AM	All 80cc
9:30 AM	Decade, Vintage, Jr.Vets (+25)
10:30 AM	CRC Vets (+30) Sr's (+40)
11:30 AM	All 60cc
12:00	Parade Lap
12:15 PM	125-250-500 Beg
1:15 PM	125-250-500 Nov./Int./Pro
2:15 PM	Team Race

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Aug. 26	Coors Light U.S. Nationals Qualifier
Sept. 2	KNAC Fox Night

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1994 Motocross & Gran Prix Schedule

Aug. 12	L.A.C.R.	Friday Night CRC MX
Aug. 14	L.A.C.R.	CRC MX-Tri Race Series
Aug. 19	L.A.C.R.	Friday Night CRC MX
Aug. 26	L.A.C.R.	Friday Night CRC MX
Aug. 28	L.A.C.R.	CRC MX

Wed. Night Prac. - 4 p.m.-9 p.m. Sat. Prac. - 9 a.m.-2 p.m.
Fri. Night CRC MX- Gates Open 5pm • Prac. 6pm • Race 7pm

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Sat., Aug.13 - Ford/Suzuki SX Night Series (No Lic. Req'd)
Wed., Aug. 17 - Marty Smith Night Series (No Lic. Req'd)
Sat., Aug. 20 - Ford/Suzuki SX Final (No Lic. Req'd)
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Sat., Aug 20 GFI Night Truck Series - Rnd. 10 Perris
Sat., Aug. 27 GFI Night Truck Series - Rnd. 11 Perris
Sat., Sept. 3 GFI Night Truck Finale - Rnd. 12 Perris
A RIDER FOR THE RIDERS

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World Championship Road Race Series
8/21 Brno, Czechoslovakia, Rnd 11
9/11 Monterey, California, Rnd 12
9/25 Buenos Aires, Arg., Rnd 13
10/9 Catalunya, Spain, Rnd 14

World Championship Superbike Road Race Series
8/21 Sentul, Indonesia, Rnd 7
8/28 Sugo, Japan, Rnd 8
9/11 Assen, Holland, Rnd 9
9/25 Mugello, Italy, Rnd 10
10/2 Jerez, Spain, Rnd 11
10/30 Phillip Island, Australia, Rnd 12
11/6 Buenos Aires, Arg., Rnd 13

World C'ship 125cc MX Series
8/28 Borgloon, Belgium, Rnd 12

World C'ship 250cc MX Series
8/21 Suzuka City, Japan, Rnd 14
9/4 Gaildorf, Germany, Rnd 15

World C'ship 500cc MX Series
8/21 Hertzgerlingen, Germ., Rnd 12

World Championship Supercross Series
10/5-6 Barcelona, Spain, Rnd 1
10/12-13 Paris, France, Rnd 2
10/26-27 Tokyo, Japan, Rnd 3
12/2-3 Geneva, Switzerland, Rnd 4

World Individual Speedway Championship
8/20 Vojens, Denmark

World Team Speedway C'ship
9/18 Brokstedt, Germany

Motocross des Nations
9/11 Roggenburg, Switzerland

International Six Day Enduro
9/20-25 Tulsa, OK
Info 918/599-8282

AMA Grand Nat'l C'ship Series
8/10 Rapid City, SD, Rnd 14
8/13 Denver, CO, Rnd 15
8/20 Indianapolis, IN, Rnd 16
8/28 Goshen, IN, Rnd 17
9/4 Springfield, IL, Rnd 18
9/10 Castle Rock, WA, Rnd 19
10/1 Sacramento, CA , Rnd 20
10/8 Pomona, CA, Rnd 21
10/16 Del Mar, CA, Rnd 22
Info 614/891-2425

AMA Harley-Davidson 883 Nat'l Championship Series
8/10 HM Rapid City, SD, Rnd 11
9/4 M Springfield, IL, Rnd 12
9/17 M Sacramento, CA, Rnd 13
10/8 HM Pomona, CA, Rnd 14
10/16 M San Diego, CA, Rnd 15

AMA Regional Dirt Track Championship Series
8/21 HM Terre Haute, IN, Rnd 10
8/26 HM Greenville, OH, Rnd 11
9/3 M Springfield, IL, Rnd 12
9/9 TT Castle Rock, WA, Rnd 13

AMA 125/250cc National Championship MX Series
8/14 Washougal, WA, Rnd 10
8/28 Binghamton, NY, Rnd 11
9/4 Delmont, PA, Rnd 12
Info 614/891-2425

AMA U.S. Superbike Championship Series
8/19-21 Sonoma, CA, Rnd 9
9/16-18 Braselton, GA, Rnd 10
Info 614/891-2425

Championship Cup Pro-Am Series
Florida Region
8/13-14 Palm Beach Gardens, FL
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/24-25 Palm Beach Gardens, FL
10/15-16 Palm Beach Gardens, FL
12/11 Palm Beach Gardens, FL
Southeast Region
8/13-14 Braselton, GA
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
Mid-Atlantic Region
8/13-14 Braselton, GA
9/10-11 Summit Point, WV
Mid-West Region
8/13-14 Rockton, IL
9/17-18 Grattan, MI
Great Lakes Region
8/13-14 Rockton, IL
9/17-18 Grattan, MI
10/8-9 Grattan, MI
Southwest Region
9/3-4 Las Vegas, NV
9/17-18 Chandler, AZ
10/8-9 Chandler, AZ
12/3-4 Chandler, AZ
Utah Region
8/13-14 Bonneville, UT
9/10-11 Bonneville, UT
9/24-25 Bonneville, UT
Northeast Region
8/27-28 Loudon, NH
9/3-4 Bridgehampton, NY
9/17-18 Loudon, NH
10/8-9 Loudon, NH
*Tentative
Info 704/684-4297

AMA National Championship Enduro Series
10/16 Lucerne Valley, CA, Rnd 8
10/30 Bear, DE, Rnd 9
Info 614/891-2425

AMA Wiseco/Yamaha/Dunlop Grand National Cross Country Series
8/28 Millfield, OH, Rnd 9
10/2 Bunner Ridge, WV, Rnd 10
10/16 Elizabeth, WV, Rnd 11
10/30 Mt. Morris, PA, Rnd 12

AMA National Championship Hare Scrambles Series
10/9 Silver City, ID, Rnd 7
10/23 Millfield, OH, Rnd 8
11/6 Lynneville, IN, Rnd 9
Info 614/891-2425

AMA National Championship Hare & Hound Series
10/2 Reno, NV, Rnd 5
10/23 Lucerne Valley, CA, Rnd 6
11/6 Carson City, NV, Rnd 7
Info 614/891-2425

AMA National Championship Hillclimb Series
9/4 Monson, MA, Rnd 7
9/11 Freemansburg, PA, Rnd 8
9/18 Middlebury, IN, Rnd 9
9/25 Jefferson, PA, Rnd 10
10/1 Asheville, NC, Rnd 11
10/9 Oregonia, OH, Rnd 12
Info 614/891-2425

AMA U.S. National Speedway Championship
10/1 Costa Mesa, CA

Nevada Rally
8/13-20 Las Vegas, NV
Info 619/562-1440

Land of Enchantment Endurance Rally
9/26-30 Clovis, NM
Info 505/985-2374

AMA Loretta Lynn Nationals
8/8-13 Hurricane Mills, TN
Info 304/594-1157

SCORE Desert C'ship Series
11/10-13 Baja Calif., Mex.

Best in the Desert Silver State Series
9/9-11 Tonopah, NV, Rnd 6
12/2-4 Laughlin, NV, Rnd 7
Info 702/457-5775

AMA/Prostar Drag Race Series
9/9-11 Atco, NJ, Rnd 7
10/7-9 Bowling Green, KY, Rnd 8
11/18-20 Gainesville, FL, Rnd 9
Info 205/852-1101

AMA Mega Series
9/10-11 Blountville, TN, Rnd 12
9/18 London, KY, Rnd 13
10/2 Blountville, TN, Rnd 14
10/22-23 Blountville, TN, Rnd 15
Info 615/323-5497

WERA Pro Road Race Series
8/26-28 Portland, OR, Rnd 3
10/26-30 Braselton, GA, Final Rnd
Info 916/582-0451

WERA Regional C'ship Series
Mid-Atlantic Region
9/3-4 Garrettsville, WV
9/24-25 Shannonville, ON, Can.
10/8-9 Summit Point, WV
Southeast Region
8/20-21 Talladega, AL
9/9-11 Millington, TN
10/1-2 Faulkville, GA
North Central Region
8/13-14 Mt. Meridan, IN
8/27-28 Beloit, IL
9/10-11 Grattan, MI
9/23-25 Shannonville, ON, Can.
10/8-9 Mt. Meridan, IN
Mid-Central Region
8/20-21 Talladega, AL
9/9-11 Millington, TN
9/24-25 Hallett, OK
10/8-9 Mt. Meridan, IN
South Central Region
9/3-4 Hallett, OK
9/9-11 Millington, TN
10/8-9 College Station, TX

WERA Grand National Final
10/26-30 Braselton, GA
Info 916/582-0451

WERA/Michelin Nat'l Challenge 1100, 750 & 600cc Superstock Series
8/26-28 Portland, OR, Rnd 7
9/9-11 Millington, TN, Rnd 8
Info 803/681-9372

WERA/RK Chain National Challenge Formula III Series
8/26-28 Portland, OR, Rnd 7
9/9-11 Millington, TN, Rnd 8
10/26-30 Braselton, GA, Rnd 9
Info 803/681-9372

*WERA/Sunoco/Performance Machine Nat'l Endurance Series
8/27 Portland, OR, Rnd 7
9/10 Millington, TN, Rnd 8
9/24 Shannonville, ON, Can., Rnd 9
10/8 College Station, TX, Rnd 10
10/28 Braselton, GA, Rnd 11
*Tentative

WERA National Vintage Series
8/20 Talladega, AL, Rnd 17
8/27 S. Beloit, IL, Rnd 18
9/3 Garrettsville, OH, Rnd 19
9/10 Grattan, MI, Rnd 20
10/1 Faulkville, GA, Rnd 21
10/8 Summit Point, WV, Rnd 22
10/27 Final, Braselton, GA

Yamaha Seca II Challenge
8/14 Mountain View, CO
8/28 Portland, OR
8/28 Loudon, NH
9/11 Millington, TN
9/18 Grattan, MI
9/18 Willow Springs, CA
9/25 Portland, OR
10/26-30 Final, Braselton, GA

AHRMA Historic Cup Series
9/17 Steamboat Springs, CO
10/15-16 Talladega, AL
Info 715/842-9699

BMW Classic Cup Series
9/17 Steamboat Springs, CO
Info 715/842-9699

AHRMA Sound of Singles/ Battle of Twins Series
10/15-16 Talladega, AL
Info 715/842-9699

*AHRMA/Vintage Iron National Motocross Series
8/20 Budds Creek, MD
8/27 *Honda Hills, OH
9/16 Steamboat Springs, CO
10/23 Hollister Hills, CA
* Tentative
Info 715/842-9699

*AHRMA/Classic Bike Magazine Dirt Track Series
8/11 Rapid City, SD
8/28 Lake Odessa, MI
9/14 Hayden, CO
10/2 Dallas, TX
10/8 Flat River, MO
10/15-18 *Del Mar, CA
* Tentative
Info 715/842-9699

AHRMA/British Bike Magazine Trials Series
8/13 Toronto, OH
8/26 White City, IL
9/11 Beaumont, KS
9/15 Steamboat Springs, CO
10/9 Flat River, MO
10/22 Hollister Hills, CA
11/5-6 Dickson, TN
Info 715/842-9699

AHRMA Mid-Atlantic Trials Series
8/13 Toronto, OH
9/10 Farrandsville, PA
10/9 Toughkenamon, PA
Info 410/775-7209

***AHRMA Midwest MX Series**
8/27 Honda Hills, OH
9/18 Spring Grove, IL
10/8 Aztalan, WI
10/23 Casey, IL
Info 414/684-4331
* Tentative

***AHRMA NorCal MX Series**
8/14 Monterey, CA
9/25 Fernley, NV
10/23 Hollister, CA
Info 408/663-4014

AHRMA Northeast MX Series
8/20 Budds Creek, MD
9/5 Englishtown, NJ
9/25 Southwick, MA
Info 715/842-9699

AHRMA Rocky Mountain Motocross Series
8/13-14 Denver, CO
9/16 Steamboat Springs, CO
10/TBA TBA, CO
Info 715/842-9699

AHRMA Texas/Southwestern Fall Motocross Series
8/14 Rusk, TX
9/25 Tyler, TX
10/23 Bastrop, TX
10/20 Natalia, TX

AHRMA SoCal MX Series
8/28 Pala, CA
10/9 Palmdale, CA
Info 714/897-8265

AHRMA West MX Series
9/25 Fernley, NV
10/9 Palmdale, CA
10/23 Hollister, CA
11/6 Tulare, CA

NETRA C'ship Enduro Series
9/11 Windsor, MA
10/2 Wrentham, MA
10/23 Chester, CT
11/6 Stafford, CT
Info 203/875-5757

NETRA Championship Hare Scrambles Series
8/14 Union, CT
8/21 Temple, NH
8/28 Cheshire, MA
9/4 W. Glocester, RI
9/18 Petersburg, NY
9/25 W. Greenwich, RI
10/9 Fishouse, NY
10/16 Assonet, MA
11/13 Barkhampsted, CT
Info 203/875-5757

NETRA Turkey Run Series
8/14 Newport, NH
8/21 Gardner, MA
9/11 Swiftwater, NH
9/18 New Boston, MA
10/9 Washington, MA
10/16 Winchendon, MA
10/30 Central Village, CT
11/13 Gardner, MA
11/27 Plympton, MA
12/4 Plymouth, MA
Info 203/875-5757

NETRA Championship Junior Enduro Series
8/13 Union, CT
9/3 W. Glocester, RI
10/1 Brimfield, MA
10/8 Fishouse, NY
10/15 Assonet, MA
Info 203/875-5757

ECEA C'ship Enduro Series
8/28 Mauricetown, NJ
9/11 Shippensburg, PA
9/18 Brandonville, PA
10/16 New Lisbon, NJ
10/30 Delaware City, DE
11/6 New Gretna, NJ
11/13 Warren Grove, NJ
Info 908/657-6338

ECEA Championship Hare Scrambles Series
8/21 New Philadelphia, PA
9/25 West Greenwich, RI
Info 908/657-6338

ECEA Dual Sport Series
9/25 Belleplain, NJ
10/2 Indian Mills, NJ
10/9 Suffolk Co., NY
10/23 New Philadelphia, PA
Info 908/657-6338

IDBA National C'ship Series
9/17-18 Ennis, TX
10/14-16 Memphis, TN

NMRA Drag Racing Series
8/20 Phoenix, AZ
9/3-4 Sonoma, CA
10/15 Las Vegas, NV
10/12 Palmdale, CA
Info 818/367-4117

SRAC State C'ship Series
8/14 Erie, CO
8/20 Erie, CO
8/27 Brighton, CO
9/10 Greeley, CO
9/18 Pueblo, CO
9/25 Colorado Springs, CO
10/2 Cheyeenne, WY

NESC C'ship Motocross Series
8/13 Lewiston, ME
8/14 Lewiston, ME
8/21 Central Village, CT
8/28 Southwick, MA
9/4 Lewiston, ME
9/5 Lewiston, ME
9/11 Southwick, MA
9/18 Middleboro, MA
9/24 Lewiston, ME
9/25 Lewiston, ME
10/2 Central VIllage, CT
10/9 Southwick, MA
10/16 Middleboro, MA
10/23 Southwick, MA
10/30 Middleboro, MA
11/6 Middleboro, MA
Info 413/772-0685

***New England Trials Association C'ship**
8/21 Wrentham, MA
9/11 Exeter, RI
10/2 Meriden, CT
* Tentative
Info 508/543-6702 or 508/429-7675

New England Hillclimbers Assoc. Series
8/19-21 Red Wing, MN
9/4 Monson, MA
9/11 Monson, MA
9/18 Lebanon, NH
9/25 Tyler Hill, PA
10/9 Monson, MA
Info 413/788-7406

American Trials Assn. Series
9/3-4 Kennedy Meadows, CA
10/30 Lucerne Valley, CA
11/27 Lucerne Valley, CA
12/11 San Gabriel Canyon, CA
Info 213/259-6631

V.D.T.R.A. Performance Nutrition Vintage Classics VII
8/15-16 HM Stockton, KS
9/2 HM Davenport, IA
9/17 TM Willmar, MN
9/25 TT Westmoreland, KS
Info 918/445-0671

Black-Jack Enduro Series
8/21 Nimrod, AR
10/16 Collins, MO
Info 417/345-6211

AMA Hot Summer Nights Series
8/13 Calhoun, GA
8/20 Columbus, NC
9/24 Gray, TN
Info 615/573-5425

New York State C'ship Hare Scrambles Series
8/14 Little Genesee, NY
8/28 Rew, PA
9/11 Ellenville, NY
10/16 South Edmonsten, NY
10/23 Fairville, NY
Info 716/928-2837

Kentucky Hare Scramble C'ship Series
8/28 Owenton, KY
10/16 Bedford, KY

CRA Road Race C'ship Series
8/27-28 Brainerd, MN
9/17-18 Brainerd, MN
Info 612/332-4070

CRA Vintage Motocross Series
8/TBA Medina, OH
8/28 Wellington, OH
9/11 Salem, OH
9/25 New Philadelphia, OH
10/14 Akron, OH
Info 216/636-5505

CRA Hare Scrambles Series
9/18 Uhrichville, OH
9/25 Salem, OH
10/9 Amherst, OH
10/16 Mansfield, OH
Info 216/636-5505

RMEC C'ship Enduro Circuit
10/2 Cloudcroft, NM
Info 307/742-4136

EEA Eastern Championship Enduro Series
8/14 Roselawn, IN
9/4 Clinton, SC
10/9 Princeton, KY
11/6 Maplesville, AL
Info 706/376-5232

OMRRA Road Race Series
8/27-28 Portland, OR
9/25 Portland, OR
10/16 Portland, OR
Info 503/221-1487

Castrol "Canada Cup" Superbike Series
8/13-14 Halifax, Nova Scotia
8/27-28 Montreal, Quebec
9/3-4 Alma, Quebec
Info 514/582-4051

Canadian Supercross Series
9/10 Montreal, Quebec
Info 416/363-9035

CMA Hare Scrambles Series
8/28 Base Borden, Ontario
10/2 Barrie, Ontario

CMA/ASM Road Race Nat'ls
8/13-14 Shebenacadie, Nova Scotia
8/27-28 St. Eustache, Quebec
9/3-4 Alma, Quebec

U.S.B.A. Road Race Series
8/13-14 Salt Lake City, UT
9/10-11 Salt Lake City, UT
9/24-25 Salt Lake City, UT
Info 801/535-4625

Golden Crown of Baja Off Road Desert Series
9/23-25 Gran Carrera de Tijuana Tijuana, B.C., Mex.
12/2-4 Gran Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prix de Baja Series
8/26-27 Ensenada Gran Prix Ensenada, B.C., Mex.
10-14/15 Sonora Gran Prix Sonora, Mex.
11/18-19 San Felipe Gran Prix San Felipe, B.C., Mex
Info 818/340-5750

LaPlaya MX GP Series
8/14 Rosarito, B.C., Mex.
10/2 Rosarito, B.C., Mex.
12/4 Rosarito, B.C., Mex.
Info (011-52-661) 22525

Outlaw MX Fall Classic Series
8/14 Palmyra, NE
8/28 Westmoreland, KS
9/11 Ashland, NE
9/25 Westmoreland, KS
10/9 Ashland, NE
10/16 Westmoreland, KS
10/23 Ashland, NE
10/30 Palmyra, NE
11/6 Ashland, NE
Info 913/456-2516

South Dakota/Iowa MX Series
8/14 Yankton, SD
8/20 Storm Lake, IA
8/28 Sioux Falls, SD
9/11 Cherokee, IA
9/25 Sioux Falls, SD
10/9 TBA
Info 605/362-0267

Nor Cal YSR C'ship Series
8/14 Sacramento, CA
9/25 Sacramento, CA
10/16 Sacramento, CA
11/6 Sacramento, CA
11/20 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
8/13-14 Rosamond, CA
10/8-9 Phoenix, AZ
11/6 Palomar, CA
12/3-4 Lake Perris, CA
Info 909/674-2007

South Florida Motocross Summer Series
8/21 Orlando, FL
8/28 Clewiston, FL
9/4 Orlando, FL
9/10 Ona, FL
9/18 Orlando, FL
Info 407/333-2356

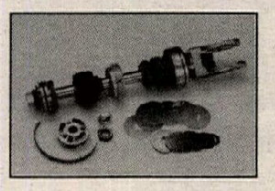
MTEG Ultracross Series
10/1 Las Vegas, NV
10/8 Denver, CO
Info 714/254-3001

AMA No. California Enduro & Qualifier Classics
10/16 Fouts Springs, CA
10/23 Shasta Dam, CA
10/30 Grisly Flats, CA
11/5 Middle Creek, CA
11/13 Fouts Springs, CA
11/20 Ballinger Canyon, CA
Info 916/624-7407
* Qualifier

AMA No. California Cross Country Series
10/2 Sparks, NV

BAKERSFIELD SPEEDWAY
1/3 Mile Oval - All New 1/8 Mile Oval & T.T. Track.
Flat Track Racing on the West's Fastest 1/3 Mile Clay Oval
600cc Class Pros Receive Additional $100.00 For Class Win!
Motorcycle, Quads & Odysseys
All Classes Available
Amateur Racers:
Enter Two Classes, Race Third Class FREE!
Don't Miss it!
80% Pro Payback
FRIDAY, Aug. 19th
Pit Gate Opens at 4:30 p.m.
First Race at 7:00 p.m.
For More Information Call
(805) 393-3373
"SEE YA AT THE RACES"

FINALLY! Paul Thede's Technical Edge Suspension Seminar
Want to become a suspension expert? Now for the first time the secrets are revealed by Race Tech's Paul Thede. He is having a seminar on cutting edge suspension theory & practice. If you're intersested in suspension you can't afford to miss this seminar.



Subjects Covered:
▲ Suspension Theory & Tuning
▲ Springs, Fluids & Valving Theory
▲ Damping & Leverage Ratio Curves
▲ Hands-on Experience
(You'll recieve a complete suspension manual and a RACE TECH Suspension Certificate)
Seminar Dates: October 8th-9th-10th Tuition: $595.00 ($100.00 off if you enroll by August 31st)
PAUL THEDE'S RACE TECH
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NOW! OPEN RIDING & PRACTICE 3 TIMES A WEEK
TUESDAY 9AM-2PM & 4PM-10PM
THURSDAY 4PM-10PM
SATURDAY 9AM-1PM
Racing Saturday Night!
Located 3 Miles East Of I-215 On Ramona Expwy At The Lake Perris Fairgrounds
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GLEN HELEN
EVENT CALENDAR

Thurs., Aug. 11	MX Practice on National & Vintage Tracks 8:00 a.m. till Dusk
Sat., Aug. 13	MX Practice on National Track 8:00 a.m. till Noon Practice on Vintage Track 8:00 a.m. till 5:00 p.m.
Sun., Aug. 14	Double Cross Grand Prix Gates Open 6:30 a.m.
Wed., Aug. 17	Speedway - Bruce Penhall Classic
Thurs., Aug. 18	MX Practice on National & Vintage Tracks 8:00 a.m. till Dusk
Sat., Aug. 20	MX Practice on National Track 8:00 till Noon Practice on Vintage Track 8:00 till 5:00 p.m.
Sun., Aug. 21	CRC GP Gates Open 6:30 a.m.

WHAT'S HAPPENING
THE SIX HOURS OF GLEN HELEN
GRAND PRIX TEAM RACE
SEPTEMBER 18th
MOTOCROSS PRACTICE INFO:
1-800-386-GHMX (4469)
RACE HOTLINE: (909) 880-1733

AHRMA-SoCal MX Series
NEW VINTAGE TRACK!
Sunday, August 28, 1994
Rainbow Motocross Park, Pala, California
(North San Diego County)
Vintage dirt bikes plus Bomber class
Gates Open 6:00 am *AHRMA Membership Required*
Sign Up 6:00-9:00 am For Information
Practice 9:00-10:00 am 619-744-8052
First Race 10:30 am 619-670-8966

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(310) 868-8112
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

CRC California Race Schedule
100% PRO PAYBACK
TRI RACE SERIES

Sun., Aug. 14	CRC MX - Rnd 2	L.A.C.R.
Sun., Aug 21	CRC GP - Desert Sun - Rnd 3	Glen Helen
Sun., Aug. 28	CRC MX	L.A.C.R.
Sun., Sept. 4	CRC MX - Combo Series	L.A.C.R.
Mon., Sept. 5	CRC GP - Gremlin - Combo Series	L.A.C.R.

CRC Info (805) 272-8889

California Mini Motorcycle Club presents...

THE MINI NATIONALS

Barona Oaks, California

August 19,20,21, 1994

Don't Miss It!

$$ Thousands of Dollars in Prizes $$

The following is the entry fee schedule for the Mini Nationals...

PRICE A: Pre-Enter with six qualifiers–
Stock/Grand Prize Classes - $50.00
Modified Classes - $35.00

PRICE B: Six Qualifiers/Sign-up Day of Event–
Stock/Grand Prize Classes - $75.00
Modified Classes - $60.00

PRICE C: Pre-enter/No Qualifiers –
Stock/Grand Prize Classes - $130.00
Modified Classes - $80.00

PRICE D: No Qualifiers/Sign-up Day of Event–
Stock/Grand Prize Classes - $150.00
Modified Classes - $100.00

PRICE E: Old Pharts $35.00 (Trophies - No Prizes)
(For parents of current CMMC members)

PRICE F: Pee Wee First Timers; All Beginner Classes (60,80 & 125 follow same price as modified classes in Price Categories A-D.

Trophies will be awarded to 30% of all classes. Thousands of dollars in prizes to be given to ALL RIDERS!!

Grand Prize Classes Are as Follows:

Pee Wee STOCK; (0-6); (7-8); Jr. Cycle 0-8 STOCK; JR. Cycle 9-11 STOCK; Minicycle (80) 9-11 STOCK; 80 Novice Stock; 80 Intermediate Stock; 80 Expert Stock; Supermini; 125 Novice Stock; 125 Intermediate; 125 Expert; 250 Novice; 250 Intermediate; 250 Expert; 125 (12-15); 125 (16-21) - Limited to riders ages 21 and under. Membership Required.

There must be a minimum of five riders to make a class.

Gate fees for the Mini Nationals will be $10.00 per person/PER DAY.

Camping fees are $10.00 per vehicle for the entire weekend if you plan on staying overnight at the park.

For Information or Entry Forms Call Gracie at (619) 467-0474 or (619) 673-1560

Massive Motorcycle Auction

Saturday, August 27th, 10:00 am. on site

RODI & SONS 890 Memorial Drive, S.E., Atlanta, GA

1/2 Million New Honda Parts & Over 1,000 Salvage Motorcycles, shop equipment & large collection of used parts & motors

10% Buyer's Premium. Open for inspection Thurs. & Fri., Aug. 24-25, 9-4 each day.

For complete information, contact: Interstate Auction Company 3751 Venture Dr., Duluth, GA 30136

1-800-732-3325 GAL #1966

VINTAGE MOTORCYCLE RACING

MID-STATE FAIRGROUNDS
PASO ROBLES, CA
FRIDAY, AUGUST 26, 1994 • 7:30PM

VINTAGE CLASSES:

- Old Timers open/with brakes
- 1929 and earlier bikes without brakes
- 250cc Modern Vintage 2-Stroke and 4-Stroke
- 450cc and under Asian-manufactured bikes with brakes
- 450cc and under American- and European-manufactured bikes with brakes
- 500cc Modern vintage 2-Stroke and 4-Stroke
- Class "C" handshift (750cc SV) bikes without brakes
- Class "C" footshift (500cc OHV/750cc SV) bikes with brakes
- 650cc to 900cc bikes with brakes
- Hooligan 1000cc and up bikes with brakes (2- and 4-stroke accepted)

LATE MODEL CLASSES:

- Late model sidecars
- Late model 883 Harley-Davidsons

CLASS AWARDS:

- Vintage class trophies and prize money: $75 1st; $50 2nd; $25 3rd.
- Late model sidecar purse pays: $300 1st; $200 2nd, $100 3rd.
- Late model Harley-Davidson purse pays; $500 1st; $300 2nd; $200 3rd.

SHOW & PARTS EXCHANGE

MID-STATE FAIRGROUNDS
SAT., AUGUST 27, 1994
GATES OPEN AT 8:00AM

FOR MORE INFORMATION CALL (805) 238-2811

COLORADO SPORTRIDES

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AMA/SUZUKI DUAL SPORT NATIONAL

AMA SEPTEMBER 17-18 STEAMBOAT SPRINGS, COLORADO SUZUKI

Two days of great riding in the Colorado Mountains

- Approximately 200 miles of pavement, dirt and trails
- Participants automatically entered to win a Suzuki DR350SE
- Suzuki support truck in attendance with Mark Hyde

Be in Steamboat Springs during bike week '94 to see and participate in vintage racing, trials, modern road racing and of course , dual sporting

- Grab bag of goodies with every entry
- Roll charts supplied, bring a roll chart holder
- Bikes must be street/sound/spark arrestor legal
- Riders must have proper equipment for mountain riding conditions, boots, all weather gloves, warm clothing, rainsuit. Be prepared for conditions ranging from passing snow squalls, to hot sunny days.
- Consider jetting and gearing requirements
- Riders must be AMA members, A and B Loops.
- Tour will be a loop, leaving in a.m. - return in p.m.
- Food and lodging available in Steamboat Springs - Saturday lunch in Kremmling, Colorado

For Steamboat Information and Reservations, Contact Steamboat Central Reservations at 1-800-922-2722

Sign up 7:00 a.m.- 10:00 a.m.
in parking lot at intersection of
Mt. Werner Rd. and Pine Grove Rd.
approximately 1/4 mile east of intersection of Hwy 40 and Mt. Werner Rd. - Look for motorcycle banners

Entry Fee: $45.00 per rider, $25.00 per passenger
Pre Entry - $5.00 Off

For Event Information Call (303) 697-8382

P.O. BOX 633, Conifer, CO 80433

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NEW MOTOCROSS TRACK

On I-15 in Victorville

NOW OPEN FOR PRACTICE

Saturday 8 a.m. to 6:30 p.m.
Adm. $10.00 Riders - $2.00 Spectators
Take Stoddard Wells Offramp from 1-15 and go West to 17600 Stoddard Wells Road
Phone (619) 243-1500

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UPS Daily

Old Timers MX Association Race Schedule

Sun., Aug. 14 MX CRC L.A.C.R.
Sat., Aug. 20 Sat. Night MX L.A.C.R.
Old Timers/Over the Hill Gang & Support
Sun., Aug. 27 MX Carlsbad
For Information Call (714) 633-9503

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(614) 529-1201

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

10/30 Nixon Valley, NV
11/6 Minden, NV
11/13 Prairie City, CA
11/20 Wilseyville, CA
11/26 Fallon, CA
Info 408/294-3438

Tucker Rocky Texas Cross Country C'ship Series
8/21 Lake Whitney, TX
9/4 Terrell, TX
9/18 Montague, TX
10/2 High Grove, TX
10/16 Decatur, TX
10/30 Weatherford, TX

Southeastern Trials Riders Assn. Series
9/24-25 Berea, KY
10/15-16 Huntsville, AL
10/29-30 Jasper, TN
Info 404/928-4872

Sound of Thunder Four-Stroke Series
8/13-14 Seattle, WA
Info 909/985-1287

AFM Road Race Series
8/7 Sonoma, CA
9/25 Sonoma, CA
10/9 Sonoma, CA
Info 510/796-7005

WSMC Road Race Series
8/20-21 Rosamond, CA
9/17-18 Rosamond, CA
10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

WSDRA Dirt Track Series
8/27 Rosamond, CA
9/10-11 Rosamond, CA
9/30 Rosamond, CA
10/14 Rosamond, CA
10/29 Rosamond, CA
11/12 Rosamond, CA
11/26 Rosamond, CA
12/10 Rosamond, CA

International Old Timers MX Assn Nationals
9/3-4 Fernley, NV
Info 208/327-0693

MRA Suzuki Tri-State Challenge
8/20 Delta, OH
10/2 Delta, OH
10/9 Milan, MI
Info 313/289-2100.

Motor Sports of America Short Track Championship Series
11/5 Evansville, IN
11/19 Steubenville, OH

MRA Road Race Series
8/14 Longmont, CO
8/28 Commerce City, CO
9/18 Steamboat Springs, CO
10/2 Commerce City, CO
Info 303/530-5678

Motorcycle Asphalt Racing Series
9/30 Asheville, NC
Info 803/626-7959

AMA/District 37 Dual Sport Ride Series
8/20-21 Huntington Lake, CA
9/24-25 Bishop, CA
10/2 Big Bear, CA
10/22-23 Borrego Springs, CA
11/6 Hesperia, CA
11/13 Riverside, CA
11/25-26 *LA-Barstow-Vegas
11/28-29 Vegas-Barstow-LA
12/10-11 Ontario, CA
*National Trail Ride event
Info 818/249-2141

GFI Night Truck Series
8/13 Perris, CA
8/20 Perris, CA
8/27 Perris, CA
9/3 Perris, CA
Info 909/371-3434

CMC AGV-RX California Summer Series
8/14 Adelanto, CA
Info 619/246-7262

CMC Trans-Cal Nationals
Northern Series
8/27 Marysville, CA
9/3 Sacramento, CA
9/11 Carson City, NV
9/24 Marysville, CA
Southern Series
8/28 Adelanto, CA
9/11 Gorman, CA
9/18 Ramona, CA
9/25 Adelanto, CA
Pacific Northwest Series
8/28 Albany, OR
9/11 Eugene, OR
9/25 Albany, OR
Series Finale
10/1-2 Adelanto, CA
Info 619/246-7262

CMMC Mini Nationals
8/19-21 Barona Oaks, CA
Info 619/467-0474 or 619/673-1560

CMA Bounty Hunter Stadiumcross Series
8/13 Los Banos, CA
8/20 Los Banos, CA
8/27 Los Banos, CA

CMA Little Okie Summer Trophy Series
8/5 Madera, CA
8/12 Madera, CA
8/19 Madera, CA
8/26 Madera, CA

AUGUST

S	M	T	W	T	F	S
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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

SEPTEMBER

S	M	T	W	T	F	S
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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

• Denotes Pro Payback

Aug 12-13

WASHINGTON MOTOCROSS
AMA, Amateur Days, Washougal Motocross Track, Washougal. Info: 503/673-1671.

Aug 12-14

VIRGINIA SPORT TOURING
Honda Sport Touring Association, Albemarle. Info: 301/645-7236.

Fri, Aug 12

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
CALIFORNIA MOTOCROSS
• California Motocross Assoc., Little Okie Summer Series Trophy Series - Rnd 6, LIttle Okie Raceway, Madera. Info: 209/673-8080.
CALIFORNIA TT MARATHON
Sandhill Ranch, Brentwood. Info: 510: 634-3328 or 634-9924.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info: 916/342-0063.
CALIFORNIA MOTOCROSS
CRC, Friday Night MX, L.A. County Raceway, Palmdale. Info: 805/272-8889.
INDIANA SPEEDWAY
AMA, Pro-Am, Lawrenceburg Speedway, Lawrenceburg. Info: 513/622-7759.
MICHIGAN MOTOCROSS
MRA, Milan Cycle City, Milan. Info: 313/289-2100.
NEVADA MOTOCROSS
• CMC, Silver State Raceway, Carson City. Info: 702/267-4392.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Eizabeth City. Info: 919/335-7412 or 804/489-2797.
TENNESSEE MOTOCROSS
• Dallas Ricker, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.
TENNESSEE SUPERCROSS
• Paris Dirt Trackers, Henry County Fairgrounds, Paris. Info: 901/642-0511.
TEXAS MOTOCROSS
Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Aug 13-14

CALIFORNIA ROAD RACE
CMRRA, 50-80cc GP, Willow Springs International Raceway, Rosamond. Info: 909/674-2007.
CALIFORNIA MOTOCROSS
• Sound of Thunder Four Stroke MX National Championship Series, Rnd 6, Washougal Raceway Seattle. Info: 909/985-1287.
CALIFORNIA DUAL EURO SCRAMBLES
D-37 Dirt Diggers M.C., El Mirage. Info: 909/883-5259.
CALIFORNIA DUAL EUROPEAN SCRAMBLES
D-37/Dirt Diggers M.C., Best of the West Series, El Mirage ORV area, Adelanto. Info: 909/883-5259.
CANADA VINTAGE ROAD RACE
United States Classic Racing Assoc., Inc./Vintage Road Racing Assoc., Am/Can Challenge, Mosport Park, Bowmanville, Ontario. Info: 603/239-6778 or 225-0108.
CANADA ROAD RACE
ASM, Castrol Canada Cup Superbike Series, Atlantic Motorsport Park, Halifax, Nova Scotia. Info: 514/582-4051.
FLORIDA ROAD RACE
AMA/CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.
ILLINOIS TRIALS
Variety Riders M.C., Ottawa. Info: 815/434-6573.
MICHIGAN MOTOCROSS
Baja Acres, Millington. Info: 517/871-3356.
NEVADA SUPERCROSS
• Northern Nevada Cycle Assn., Inc., Gold Nugget Series - Rnds 1+2, Gold Rush Moto Park, Carlin. Info: 702/754-6248.
WASHINGTON MOTOCROSS
Sounds of Thunder Four-Stroke MX National Championship Series, Rnd 6, Washougal. Info: 909/985-1287.

Sat, Aug 13

ALABAMA SUPERCROSS
Troy Miller MX Promotions, Iron Man MX Park, Warrior. Info: 205/663-0963.
ARIZONA MOTOCROSS
CMC, Mountain View, Tucson. Info: 602/979-0207.
CALIFORNIA SHORT TRACK
Stockton Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/544-1027.
CALIFORNIA MOTOCROSS
• GFI Racing, GFI at Night Truck Series - Rnd 9, Perris Raceway, Perris. Info: 909/371-3434.
CALIFORNIA MOTOCROSS
Racing Enterprises, Carlsbad Summer Series - Rnd 6, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
CALIFORNIA MOTOCROSS
Rojo Productions, Ford/Suzuki Supercross Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
CALIFORNIA MOTOCROSS
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA STADIUMCROSS
CMA, Bounty Hunter Stadiumcross Series, Los Banos Fairgrounds, Los Banos. Info: 209/673-8080.
CALIFORNIA MOTOCROSS
• CMC, Riverfront Track, Marysville. Info: 916/695-2727.
CALIFORNIA MOTOCROSS
• CMA, Pioneer Speedway, Oakdale. Info: 209/847-9538 or 544-1027.
CONNECTICUT ENDURO
NETRA Championship Junior Series, Union Jr, Union. Info: 203/875-5757.
FLORIDA MOTOCROSS
• Reeves Promotions, County Line Raceway, Ona. Info: 813/755-8700.
GEORGIA MOTOCROSS
• AMA/Ontrac Promotions, Hot Summer Nights Series, Calhoun Supercross, Calhoun. Info: 404/943-4935 or 615/573-5425.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
INDIANA DIRT TRACK
• Fast Track Racing, Inc./AMA Dist. 15, half-mile, Pro-Am, Semi-Pro, youth, Jay County Fairgrounds, Portland. Info: 219/426-5528.
INDIANA MOTOCROSS
• Cycle Works Inc., Boonville. Info: 800/952-8922.
MAINE MOTOCROSS
New England Sports Committee, Lewiston. Info: 413/772-0685.
MARYLAND MOTOCROSS
• Challenge Trax, Inc., Challenge Trax MX Park, Kingsville. Info: 816/597-3988.

MISSOURI MOTOCROSS
Sprout Patch Competion, Inc., Billings. Info: 417/744-2593.
NORTH CAROLINA MOTOCROSS
• Silver Creek Motocross, Morgantown. Info: 704/584-8519.
NORTH CAROLINA MOTOCROSS
AMA Dist. 29, East Bend Speedway, East Bend. Info: 919/699-3629.
OHIO SUPERCROSS
CRA, Western Reserve, Salem. Info: 216/337-8077 or 337-8005.
OHIO MOTOCROSS
MRA, Delta Raceway, Delta. Info: 313/289-2100.
OKLAHOMA MOTOCROSS
RBH, Inc., Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
PENNSYLVANIA SHORT TRACK
• Trail-Way Speedway, Hanover. Info: 717/359-4310.
PENNSYLVANIA SUPERCROSS
Evansville Raceways Inc., Berwick. Info: 717/759-2841.
SOUTH CAROLINA MOTOCROSS
Jeff Kilgore/Kilgore Motosports, Low Country Motocross, Hardeeville. Info: 803/784-2408.
TENNESSEE FLAT TRACK
• Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.
WASHINGTON ROAD RACE
WMRRA, Seattle International Raceway, Kent. Info: 206/972-4499.
WISCONSIN SHORT TRACK
AMA/Aztalan Cycle Club, Aztalan Cycle Clubgrounds, Lake Mills. Info: 414/542-7572 or 353-5920.

Sun, Aug 14

CALIFORNIA ROAD RACE
Northern California Mini Road Racing Association, Prairie City SVRVA, Sacramento. Info: 916/722-5517.
CALIFORNIA MOTOCROSS
CRC, 17th Annual Tri-Race Series - Rnd 2, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC, Summer Series - Rnd 7, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.
CANADA MOTOCROSS
MRA, Leamington Raceway, Leamington, Ontario. Info: 519/326-3447.
COLORADO ROAD RACE
• Motorcycle Roadracing Assoc., Mountain View Motorsport Park, Longmont. Info: 303/530-5678.
COLORADO SHORT TRACK
• AMA/VDTRA/J.C. Racing, Pro-Am, 1/4 banked oval, I-96 Speedway, Fort Morgan. Info: 303/422-0521.
CONNECTICUT HARE SCRAMBLES
NETRA Championship Series, Union. Info: 203/875-5757.
GEORGIA DIRT TRACK
AHRMA, Holiday Downs, Palmetto. Info: 404/463-2000.
INDIANA ENDURO
Hill & Gully Enduro Riders, Eastern Championship Series - Rnd 2, Roselawn. Info: 706/376-5232.
IOWA OBSERVED TRIALS
All Iowa Trials Riders Association, Wade Clark Farm, Jesup. Info: 515/753-7317, 515/473-2845 or 515/492-6126.
KENTUCKY MOTOCROSS
• Sr-Vet Classic, Cadiz. Info: 502/886-8564.
LOUISIANA ROAD RACE
A.K.C., YSR Series, Moore Park, Lafayette. Info: 504/344-3737.
MAINE MOTOCROSS
New England Sports Committee, Lewiston. Info: 413/772-0685.
MARYLAND MOTOCROSS
Antietam Motorcycle Club, Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.
MEXICO MOTOCROSS
• Too Much Fun Promotions. Cantamar Beach, Rosarito. Info: (01 1-52-661) 22525.
NEBRASKA MOTOCROSS
• Outlaw MX Series & Lincoln Cycle Racing, Fall Classic Series, Midwest MX Assn., Palmyra. Info: 913/456-2516.
NEW HAMPSHIRE TURKEY RUN
NETRA, Red Fox, Newport. Info: 203/875-5757.
NEW YORK MOTOCROSS
• North Country Riders Assn., Deer Ridge Raceway, Canton. Info: 315/265-6042.
NORTH CAROLINA MOTOCROSS
Ponderosa MX Park Inc., Marshall. Info: 704/645-3097.
OHIO MOTOCROSS
CRA, Amherst Meadowlark, Amherst. Info: 216/988-9100.
OHIO HARE SCRAMBLES
CRA, Lightning Raceway, Tippecanoe. Info: 614/922-4775.
OHIO DIRT TRACK
• D&B Racing Promotions, half-mile Pro-Am, Mercer Co. Fairgrounds, Celina. Info: 419/991-8124.
OKLAHOMA DRAG RACE
I.D.B.A., Motorcycle Super-Sundays, Thunder Valley Raceway Park, Norman. Info: 205/ 849-7886.
PENNSYLVANIA MOTOCROSS
• Flying Dutchmen M.C. Inc., Pine Grove. Info: 717/345-6340 or 345-8734.
PENNSYLVANIA HARE SCRAMBLES
M&G Racing, Dist 5 State Championship, Beaver Valley Raceway, Hookstown. Info: 412/693-2880.
PENNSYLVANIA MOTOCROSS
M&G Racing, Beaver Valley Raceway, Hookstown. Info: 412/693-2880.
TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, Coalmont. Info: 615/692-2360.
TEXAS VINTAGE MOTOCROSS
AHRMA, Texas/Southwestern Region Motocross Series, Thunder Mountain, Rusk. Info: 713/463-4549 or 855-1733.
WASHINGTON MOTOCROSS
Sound of Thunder Four Stroke MX National Championship Series, Rnd 6, Washougal Raceway, Seattle. Info: 909/985-1287.
WISCONSIN MOTOCROSS
AMA/Aztalan Cycle Club, Aztalan Cycle Clubgrounds, Lake Mills. Info: 414/542-7572 or 353-5920.
WISCONSIN FLAT TRACK
• AMA/Badger Racing Assoc. Club, Pro-Am, Amateur, Youth half-mile, Ellsworth. Info: 414/699-3387.
VERMONT MOTOCROSS
Vermont Motocross Association, Rider Hill MX Park, Derby. Info: 802/525-3864, 802/479-9307 or 802/388-7366.

Aug 15-16

KANSAS DIRT TRACK
• AMA, Pro-Am, Rooks County Free Fairgrounds, Stockton. Info: 303/482-4798.

Tues, Aug 16

OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, Aug 17

CALIFORNIA MOTOCROSS
• Rojo Productions, Marty Smith MX Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
CALIFORNIA DRAG RACE
NHRA/Dave Smith, Sacramento Raceway, Sacramento. Info: 916/363-2653.
NEW YORK ARENACROSS
• Frozen Ocean Motocross Park, Inc., Frozen Ocean Motocross Park, Auburn. Indo: 315/784-5466.
MICHIGAN MOTOCROSS
MRA, Milan Cycle City, Milan. Info: 313/289-2100.

Thur, Aug 18

ILLINOIS FLAT TRACK
• AMA, Pro-Am, Amatuer, Youth half-mile limited classes, Winnabago Co. Fair, Pecatonica. Info: 414/699-3387.

Aug 19-21

CALIFORNIA MOTOCROSS
CMMC, Mini Nationals, Barona Oaks, Ramona. Info: 619/467-0474 or 619/673-1560.
MINNESOTA HILLCLIMB
• AMA/New England Hill Climbers Assn., Amatuer Hillclimbing Nationals, Red Wing. Info: 715/792-5339.
OHIO SPORT TOURING
Honda Sport Touring Association, Hocking Hills, Best Twisties in Ohio, Burr Oak Park. Info: 513/363-3523.

Fri, Aug 19

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
CALIFORNIA MOTOCROSS
• California Motocross Assoc., Little Okie Summer Series Trophy Series - Rnd 7, Little Okie Raceway, Madera. Info: 209/673-8080.
CALIFORNIA TT MARATHON
Sandhill Ranch, Brentwood. Info: 510/634-3328 or 634-9924.
CALIFORNIA MOTOCROSS
CMC, Sacramento Raceway, Sacramento. Info: 916/363-2653.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info: 916/342-0063.
CALIFORNIA MOTOCROSS
CRC, Friday Night MX, L.A. County Raceway, Palmdale. Info: 805/272-8889.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
INDIANA SPEEDWAY
AMA, Pro-Am, Lawrenceburg Speedway, Lawrenceburg. Info: 513/622-7759.
MICHIGAN MOTOCROSS
MRA, Milan Cycle City, Milan. Info: 313/289-2100.
NEVADA MOTOCROSS
• CMC, Silver State Raceway, Carson City. Info: 702/267-4392.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Eizabeth City. Info: 919/335-7412 or 804/489-2797.
TEXAS MOTOCROSS
Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.
WASHINGTON MOTOCROSS
CMC, Seattle International Raceway, Seattle. Info: 206/825-4502.

Aug 20-21

CALIFORNIA DUAL SPORT
Behr Services, Forest service parking lot, Nevada City. Info: 415/367-1980.
CALIFORNIA DUAL SPORT
California Trail Rides, Hi Sierra 250, Huntington Lake. Info: 714/992-9291.
CALIFORNIA ROAD RACE
Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.
COLORADO DUAL SPORT
Colorado Sportrides, 4th Annual Colorado 250, Brecken Ridge. Info: 303/697-8382.
CONNECTICUT MOTOCROSS
New England Sports Committee, Central Village. Info: 413/772-0685.
ILLINOIS TRIALS
Rock Riber Riders M.C., Polo. Info: 815/232-2731.
NEW HAMPSHIRE HARE SCRAMBLES
NETRA Championship Series, Temple Mountain III, Temple. Info: 203/875-5757.
PENNSYLVANIA SHOW
White Rose Motorcycle Club, 6th Annual Vintage Japanese Motorcycle Show, Jefferson. Info: 717/938-2556.

Sat, Aug 20

ALABAMA SUPERCROSS
Troy Miller MX Promotions, Iron Man MX Park, Warrior. Info: 205/663-0963.
ARIZONA MOTOCROSS
CMC, Thrasherland, Phoenix. Info: 602/979-0207.
CALIFORNIA SHORT TRACK
Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/544-1027.
CALIFORNIA MOTOCROSS
• GFI Racing, GFI at Night Truck Series - Rnd 10, Perris Raceway, Perris. Info: 909/371-3434.
CALIFORNIA MOTOCROSS
Rojo Productions, Ford/Suzuki Supercross Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
CALIFORNIA STADIUMCROSS
CMA, Bounty Hunter Stadiumcross Series, Los Banos Fairgrounds, Los Banos. Info: 209/673-8080.
CALIFORNIA DUAL SPORT
The Mountain Riders/The Ontario Chapter of the HRCA, Cruisin' the Crest, Mountain Motorsports, Ontario. Info: 909/860-8810.
CALIFORNIA MOTOCROSS
• CMC, Riverfront Track, Marysville. Info: 916/695-2727.
CALIFORNIA MOTOCROSS
• CMA, Pioneer Speedway, Oakdale. Info: 209/847-9538 or 544-1027.
CALIFORNIA MOTOCROSS
OTHG, Summer Series - Rnd 4, Los Banos Fairgrounds, Los Banos. Info: 408/629-5278.
CALIFORNIA MOTOCROSS
• So. Calif. Over the Hill Gang/The U.S. Womens Motocross Team, U.S. Womens Team Championship Series - Rnd 2, L.A. County Raceway, Palmdale. Info: 714/754-7305.
FLORIDA MOTOCROSS
• Reeves Promotions, County Line Raceway, Ona. Info: 813/755-8700.
FLORIDA SUPERCROSS
• West Florida Motocross Park, Castrol Supercross Series, Milton. Info: 904/994-2884 or 623-6038.
GEORGIA MOTOCROSS
• Calhoun SX, Calhoun. Info: 404/943-4935.
IDAHO SUPERCROSS
Owyhee Motorcycle Club, O.M.C. Clubgrounds, Boise. Info: 208/384-5512.
INDIANA MOTOCROSS
• J&S Racing, Chrisney City Park, Chrisney. Info: 812/897-0629.
KANSAS MOTOCROSS
• K.O.R.R., Sprockets II MX, Derby. Info: 316/636-5113.
KENTUCKY MOTOCROSS
• Edmonson MX/Adventure Sports, Brownsville. Info: 502/286-8334.
MARYLAND MOTOCROSS
• Challenge Trax, Inc., Challenge Trax MX Park, Kingsville. Info: 816/597-3988.
MINNESOTA SHORT TRACK
D.T.R.A., Championship Series, Isanti County Fairgrounds, Cambridge. Info: 612/571-9965.
MISSISSIPPI MOTOCROSS
• Capital City, Pearl. Info: 601/825-5122.
MISSOURI MOTOCROSS
Sprout Patch Competion, Inc., Billings. Info: 417/744-2593.
NEW YORK ARENACROSS
• Frozen Ocean Motocross Park, inc., N.Y.S. A-X Championship, Frozen Ocean Motocross Park, Auburn. Info: 315/784-5466.
NEW YORK MOTOCROSS
Jay Milligan, Pro-Am, Erie County Fair, Hamburg Fairgrounds, Hamburg. Info: 716/649-3900.
NORTH CAROLINA MOTOCROSS
• Richard Clippard, Wilkes County Motocross Park, Lenoir. Info: 704/758-4342.
NORTH CAROLINA MOTOCROSS
Tim Newton, 226 Motocross, Marion. Info: 704/652-3758.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
NORTH CAROLINA MOTOCROSS
• AMA/Ontrac Promotions, Hot Summer Night Series, Polk County MX, Columbus. Info: 615/573-5425.
OHIO SHORT TRACK
• Bear Creek Speedway, Youth Bike Championship, Canton. Info: 216/837-5694.
OHIO MOTOCROSS
MRA, Suzuki Tri-State Challenge, Delta Raceway, Delta. Info: 313/289-2100.
OKLAHOMA MOTOCROSS
RBH, Inc., Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
PENNSYLVANIA SHORT TRACK
• Trail-Way Speedway, Hanover. Info: 717/359-4310.
PENNSYLVANIA SUPERCROSS
Evansville Raceways Inc., Berwick. Info: 717/759-2841.
TENNESSEE FLAT TRACK
• Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

Sun, Aug 21

ARKANSAS ENDURO
Black-Jack Enduro Circuit, Minrod. Info: 417/345-6211.
CALIFORNIA DRAG RACE
NHRA/Dave Smith, Sacramento Raceway, Sacramento. Info: 916/363-2653.
CALIFORNIA MOTOCROSS
• Shane Trittler Promotions/SSC MX, Castaic Lake MX, Castaic. Info: 805/294-0020.
CALIFORNIA SWAP MEET & SHOW
The Grand Ol' Motorcycle Show and Swap Meet, Devonshire Downs, Calif. State Univ., Northridge. Info: 818/361-0205.
CALIFORNIA GRAND PRIX
CRC, 17th Annual Tri-Race Series - Final "Desert Sun G.P.", Glen Helen Raceway, San Bernardino. Info: 805/272-8889.
FLORIDA MOTOCROSS
South Florida MX Championship Series and Florida Motocross Club Series, Orlando MX Park, Bithlo. Info: 407/568-2271.
FLORIDA MOTOCROSS
• AA Promotions, Hillard International Motocross, Hilliard. Info: 904/268-2376.
IDAHO MOTOCROSS
Fossil Bowl, Clarkia. Info: 208/k245-3608 or 208/245-4940.
IDAHO MOTOCROSS
Owyhee Motorcycle Club, O.M.C. Clubgrounds, Boise. Info: 208/384-5512.
ILLINOIS HALF MILE
• AMA District 17, Pro-Am Central Illinois Motorcycle Club, Effingham Fairgrounds, Altamont. Info: 217/895-2816.
ILLINOIS DIRT TRACK
Central Illinois M.C., Pro-Am, Amat., Youth 1/2 mile, Effingham County Fairgrounds, Altamont. Info: 217/895-3355.
INDIANA DIRT TRACK
• Fast Track Racing, Inc./AMA Dist 15, The Converse Big Bike Shoot-out, Pro-Am, Semi-Pro, Youth half-mile, Converse Fairgrounds, Converse. Info: 219/426-5528.
IOWA HARE SCRAMBLES
AMA/Iowa Enduro Riders Association, Elliott. Info: 515/795-3440.
IOWA CROSS COUNTRY
United Off-Road Racing Assn., Muscatine. Info: 815/778-3641.
KANSAS MOTOCROSS
• KMSA, Great Bend. Info: 913/842-8272.
KENTUCKY POKER RUN
• AMA, Daniel Boone National Forest, London. Info: 606/877-1364.
LOUISIANA TT
• Outlaw Racing, Swampland Raceway, Grand Prairie. Info: 318/363-3734.
MARYLAND MOTOCROSS & HARE SCRAMBLES
• AMA Dist 7 &13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MASSACHUSETTS TURKEY RUN
NETRA, Slippery Rock I, Gardner. Info: 203/875-5757.
NEW JERSEY MOTOCROSS
• AMA/Ken Landerman/Jay Irwin, Raceway Park Motocross, Englishtown. Info: 908/446-7800.
NEW YORK MOTOCROSS
Frozen Ocean Motocross Park, Auburn. Info: 315/784-5466.
NEW YORK MOTOCROSS
• AMA, 125/250 National Championship, Broome-Tioga Sports Center, Binghamton. Info: 607/648-4997/849-9615.
NEW YORK SHORT TRACK
Electric City Riders M.C., Schenectady. Info: 518/399-4270 or 374-7979.
NORTH DAKOTA MOTOCROSS
• Terry Gisvold/Masterlinks, Dickinson Track, Dickinson. Info: 701/225-4071.
NORTH DAKOTA MOTOCROSS
• Mike Mehlhoff, Boone's Farm Track, Bismarck. Info: 701/255-6250.
OHIO HARE SCRAMBLES
• AMA/Dynamic Promotions, Consitution Ridge Raceway, Belpre. Info: 614/593-6704.
OHIO MOTOCROSS
Sunset Ramblers, Galion. Info: 419/562-6931.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.
PENNSYLVANIA ROAD RACE
Mechanicsburg Sports Car Center, New Bloomfield Kart Track, YSR, Mechanicsburg. Info: 717/697-0952.
PENNSYLVANIA MOTOCROSS
AMA/Dist 5, Pleasure Valley Raceway, Inc., Johnstown. Info: 814/536-4739 or 539-4114.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info: 412/726-5494.
TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, Coalmont. Info: 615/692-2360.
TENNESSEE MOTOCROSS
AMA/Christiana Raceway, Christiana. Info: 615/896-3245.
VERMONT MOTOCROSS
Vermont Motocross Association, Rider Hill MX Park, Derby. Info: 802/525-3864, 802/479-9307 or 802/388-7366.
VIRGINIA MOTOCROSS
• AMA, Grand Championsh Series, Birch Creek Motosports, Danville. Info:804/836-0710 or 792-5355.
WASHINGTON SHORT TRACK
• AMA/District 27 points, Steve Hyson Productions, Thurston County Off-Road Vehicle Park, McCreary. Info: 503/458-5225.
WASHINGTON MOTOCROSS
• CMC, Thurston Co. ORV, Enumclaw. Info: 206/852-5702.

Tues, Aug 23

OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Aug 24-28

CALIFORNIA ROAD RALLY
AMA/Trademark Promotions, 28th California Ride of Padres, Mid-State Fairgrounds, Paso Robles. Info: 805/238-2811.

Wed, Aug 24

CALIFORNIA MOTOCROSS
• Rojo Productions, Marty Smith MX Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
MICHIGAN MOTOCROSS
MRA, Milan Cycle City, Milan. Info: 313/289-2100.

Thur, Aug 25

MICHIGAN MOTOCROSS
MRA, Chelsea Fairgrounds, Chelsea. Info: 313/289-2100.

Aug 26-28

CALIFORNIA LADIES RALLY
Harley-Davidson Owners Group-Atascadero, Harley-Davidson of Atascadero/AMA/Trademark Promotions, 28th California Harley-Davidson Ladies State Rally, Mid-State Fairgrounds, Paso Robles. Info: 805/461-1818.

Fri, Aug 26

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
CALIFORNIA MOTOCROSS
• California Motocross Assoc., Little Okie Summer Series Trophy Series - Rnd 8, Little Okie Raceway, Madera. Info: 209/673-8080.
CALIFORNIA TT MARATHON
Sandhill Ranch, Brentwood. Info: 510/634-3328 or 634-9924.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info: 916/342-0063.
CALIFORNIA FLAT TRACK
AMA/Trademark Promotions, 600cc & 883, Mid-State Fairgrounds, Paso Robles. Info: 805/238-2811.
CALIFORNIA SHOW
Concours Italiana, Quail Lodge Resort & Golf Club, Carmel Valley. Info: 206/455-4449.
CALIFORNIA MOTOCROSS
CRC, Friday Night MX, L.A. County Raceway, Palmdale. Info: 805/272-8889.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
INDIANA SPEEDWAY
AMA, Pro-Am, Lawrenceburg Speedway, Lawrenceburg. Info: 513/622-7759.
NEVADA MOTOCROSS
• CMC, Silver State Raceway, Carson City. Info: 702/267-4392.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Eizabeth City. Info: 919/335-7412 or 804/489-2797.
MICHIGAN MOTOCROSS
MRA, Milan Cycle City, Milan. Info: 313/2890-2100.
OHIO MOTOCROSS
CRA, Lake Co. Fair, Painesville. Info:216/636-5505.
TENNESSEE MOTOCROSS
• Dallas Ricker, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.
TEXAS MOTOCROSS
Terry D. Cordray, Mosier Valley MX Park, Euless. Info: 817/540-0815.
WASHINGTON MOTOCROSS
• CMC, Seattle International Raceway, Seattle. Info: 206/825-4502.

Aug 27-28

CANADA ROAD RACE
ASM, Castrol Canada Cup & Quebec Championship, Deux Montagnes, Montreal, Quebec. Info: 514/582-4051.
CALIFORNIA DUAL EURO SCRAMBLES
Vikings M.C./Dist 37, Stoddard Valley, Barstow. Info: 909/247-6625 or 310/833-8187.
COLORADO RIDE
Great American Motorcycle Adventures, Colorado Rockies Rendezvous, The BMW G/S Motorcycle "Big Dog" Ride, Rocky Mountains. Info: 303/231-6599.
OHIO MOTOCROSS
• AMA/Dist 11, Honda Hills, Linnville. Info: 614/323-3766.
WISCONSIN TRIALS
Wisconsin Observed Trials Association, Barabou. Info: 708/658-5827.

Sat, Aug 27

ALABAMA SUPERCROSS
Troy Miller MX Promotions, Iron Man MX Park, Warrior. Info: 205/663-0963.
CALIFORNIA FLAT TRACK
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA SHORT TRACK
• AMA Dist 36, Hills Ferry Racetrack, Newman. Info: 209/847-9538.
CALIFORNIA MOTOCROSS
• GFI Racing, GFI at Night Truck Series - Rnd 11, Perris Raceway, Perris. Info: 909/371-3434.
CALIFORNIA VINTAGE SHOW & SWAP
AMA/Friends of the Rally/Trademark Promotions, Mid-State Fairgrounds, Paso Robles. Info: 805/438-3205.
CALIFORNIA SPEEDWAY
• AMA/Speedway International Inc./ Trademark Promotions, Mid-State Fairgrounds, Paso Robles. Info: 805/238-2811.
CALIFORNIA STADIUMCROSS
CMA, Bounty Hunter Stadiumcross Series, Finale, Los Banos Fairgrounds, Los Banos. Info: 209.673-8080.
CALIFORNIA MOTOCROSS
CMC, Intermountain Fairgrounds, McArthur. Info: 916/294-5202 or 336-6283.
CALIFORNIA MOTOCROSS
• CMC, Trans-Cal Nationals-North Series, Rnd 1, Riverfront Track, Marysville. Info: 916/695-2727.
FLORIDA MOTOCROSS
• Reeves Promotions, County Line Raceway, Ona. Info: 813/755-8700.
GEORGIA MOTOCROSS
Calhoun SX, Calhoun. Info: 404/943-4935.
GEORGIA MOTOCROSS
• Bremen MX, Bremen. Info: 404/941-8464.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

KENTUCKY MOTOCROSS
• Edmonson MX/Adventure Sports, Brownsville. Info: 502/286-8334.
MARYLAND MOTOCROSS
• Challenge Trax, Inc., Challenge Trax MX Park, Kingsville. Info: 816/597-3988.
MISSISSIPPI MOTOCROSS
• Southern Regional Motocross Assoc, Super Series, Big Gun Raceways, Liberty. Info: 504/634-2319.
MISSOURI MOTOCROSS
Sprout Patch Competion, Inc., Billings. Info: 417/744-2593.
NEW YORK SHORT TRACK/TT
• Square Deal Riders M.C. S.D.R. Raceway, Harpursville. Info: 607/723-2387 or 693-2634.
NEW YORK MOTOCROSS
• AMA, Suzuki East Coast Amateur Nationals, Broome-Tioga Sports Center, Binghamton. Info: 607/648-4997/849-9615.
NEW HAMPSHIRE ROAD RACE
United States Classic Racing Association, Inc., Vintage Road Racing Championships, New Hampshire International Speedway, Loudon. Info: 603/224-2437.
NORTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Hammerdown Speedway, Red Springs. Info: 910/843-2021.
NORTH CAROLINA MOTOCROSS
• Silver Creek Motocross, Morgantown. Info: 704/584-8519.
NORTH CAROLINA MOTOCROSS
AMA Dist. 29, East Bend Speedway, East Bend. Info: 919/699-3629.
OHIO MOTOCROSS
CRA, Malvern MX Park, Malvern. Info: 216/262-4945.
OHIO MOTOCROSS
AMA/AHRMA/Dist 11, Vintage National, Honda Hills, Linnville. Info: 614/323-3766.
OHIO MOTOCROSS
MRA, Delta Raceway, Delta. Info: 313/289-2100.
OKLAHOMA MOTOCROSS
RBH, Inc., Summer Series, Oklahoma Top Gun race, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
OREGON ROAD RACE
OMRRA, WERA Nat'l Endurance/OMMRA Sprints, Portland International Raceway, Portland. Info: 503/221-1487.
PENNSYLVANIA SUPERCROSS
• Trail-Way Speedway, Hanover. Info: 717/359-4310.
SOUTH CAROLINA MOTOCROSS
Jeff Kilgore/Kilgore Motosports, Low County Motocross, Hardeeville. Info: 803/784-2408.
TENNESSEE FLAT TRACK
• Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.
TENNESSEE ARENACROSS
• KTMMXA/Paris Dirt Trackers, Henry County Fairgrounds, Paris. Info: 901/642-0511.

Sun, Aug 28

CALIFORNIA DRAG RACE
NHRA/Dave Smith, Sacramento Raceway, Sacramento. Info: 916/363-2653.
CALIFORNIA SHOW
Santa Barbara Classic Motorcycle Show, Miramar Hotel, Santa Barbara. Info: 805/641-9545 or 965-5795.
CALIFORNIA GRAND PRIX
SRA, Glen Helen, San Bernardino. Info: 714/957-2985.
CALIFORNIA MOTOCROSS
CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA BENEFIT RIDE
Rolling Thunder, Lorenzo Lamas 2nd Annual "Ride for Life", Accessories Unlimited, Valencia Plaza, Newhall. Info: 818/905/9283.
CALIFORNIA MOTOCROSS
• CMC, Trans-Cal Nationals - South Series, Rnd 1, Sunrise Valley Raceway, Adelanto. Info 619/246-7262.
CANADA HARE SCRAMBLES
CMA, National Championship, Base Borden, Ontario. Info: 905/522-5705.
CANADA MOTOCROSS
MRA, Leamington Raceway, Leamington, Ontario. Info: 519/326-3447.
COLORADO ROAD RACE
• Motorcycle Roadracing Assoc., Second Creek Raceway, Commerce City. Info: 303/530-5678.
FLORIDA MOTOCROSS
South Florida MX Championship Series, Club Motosport MX, Clewiston. Info: 407/368-5882.
FLORIDA MOTOCROSS
• Florida Motocross Club, Florida Motosports Complex, Ocala. Info: 904/867-5183 or 904/595-8753.
GEORGIA MOTOCROSS
Silver Moon Entertainment, Hidden Canyon Raceway, Buena Vista. Info: 912/649-2028.
ILLINOIS TRIALS
Cahokia Creek Dirt Riders, White City. Info: 217/635-3859.
IOWA MOTOCROSS
• AMA/Stateline TrailRiders Assn., Lamoni. Info: 515/784-6121.
IOWA ENDURO
Iowa Enduro Riders Association, Stratford. Info: 515/795-3440.
KANSAS MOTOCROSS
• Outlaw MX Series & Lincoln Cycle Racing, Fall Classic Series, Northeast Kansas MX, Westmoreland. Info: 913/456-2516.
KANSAS TT SCRAMBLES
KMSA/Midstate Dirt Racers Assoc., Westmoreland. Info: 913/986-6382 or 286-1261.
KENTUCKY HARE SCRAMBLES
AMA/Eagle Creek M/C Park, Championship Series, Owenton. Info: 606/472-3442.
KENTUCKY MOTOCROSS
• AMA, Daniel Boone Motocross Park, London. Info: 606/877-1364.
MARYLAND MOTOCROSS
Antietam Motorcycle Club, Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.
MASSACHUSETTS HILL CLIMB
• AMA/New England Hill Climbers Assn., Pro Hillclimbing, Monson. Info: 413/267-4713 or 413/788-7406.
MASSACHUSETTS MOTOCROSS
New England Sports Committee, Southwick. Info: 413/772-0685.
MASSACHUSETTS HARE SCRAMBLES
NETRA Championship Series, Mohawk, Cheshire. Info: 203/875-5757.
NEVADA MOTOCROSS
• Las Vegas Motocross Club, Las Vegas Speedway, Las Vegas. Info: 702/565-7876.
NEW MEXICO MOTOCROSS
• AMA/New Mexico Competition Club, East Mountain Sports Park, Moriarty. Info: 505/896-0200.
NEW YORK MOTOCROSS
• North Country Riders Assn., Deer Ridge Raceway, Canton. Info: 315/265-6042.
NORTH CAROLINA HARE SCRAMBLE
Avent's Ferry 100, North Carolina Hare Scramble Series, Sanford. Info: 919/776-2412.
OHIO MOTOCROSS
CRA, Lorain Co. Fair, Wellington. Info: 216/636-5505.
OHIO MOTOCROSS
• Spring Valley Motocross, Milport. Info: 216/821-3445.
OREGON ROAD RACE
OMRRA, WERA Pro Series/OMMRA Sprints, Portland International Raceway, Portland. Info: 503/221-1487.
PENNSYLVANIA MOTOCROSS
• Flying Dutchmen M.C. Inc., Pine Grove. Info: 717/345-6340 or 345-8734.
SOUTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Conway Raceway, Conway. Info: 803/626-1982.
WEST VIRIGINA HILLCLIMB
Motorcycle Hill Climbs, Inc., Hamlin. Info: 304/824-3981.

Tues, Aug 30

OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, Aug 31

CALIFORNIA MOTOCROSS
• Rojo Productions, Marty Smith MX Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
MICHIGAN MOTOCROSS
MRA, Milan Cycle City, Milan. Info: 313/289-2100.

Fri, Sept 2

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info: 916/342-0063.
CALIFORNIA MOTOCROSS
CRC, Friday Night MX, L.A. Country Raceway, Palmdale. Info: 805/272-8889.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
ILLINOIS FLAT TRACK
J&P Promotions, 6th Annual Nostalgic Antique M/C half-mile, Mississippi Valley Fairgrounds, Davenport. Info: 319/462-6011.
ILLINOIS FLAT TRACK
• AMA/Badger Racing Assoc. Club, AMat/Youth/Pro-Am, Christian Co. Fairgrounds, Pana. Info: 414/699-3387
MICHIGAN MOTOCROSS
MRA, Milan Cycle City, Milan. Info: 313/289-2100.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
OKLAHOMA MOTOCROSS
RBH, Inc., Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
TEXAS MOTOCROSS
Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Sept 3-4

ALABAMA MOTOCROSS
• Huntsville Jay Cees/Rocket City Raceway, Inc., Northeast Alabama State Fair, Huntsville. Info: 205/772-3108.
CANADA ROAD RACE
ASM, Castrol "Canada Cup" Superbike Series, Quebec Championship, Downtown Street course, Alma, Quebec. Info: 514/582-4051.
INDIANA DUAL SPORT
Stoney Lonesome, Inc., Buffaloe 500, Columbus. Info: 812/342-4411.
PENNSYLVANIA MOTOCROSS
AMA/Racer Productions, Amateur/Pro National Championship, Steel City USA, Delmont. Info: 304/594-1157.
WEST VIRGINIA HILLCLIMB
Motorcycle Hill Climbs, Inc., State championship, Hamlin. Info: 304/824-3981.

Sat, Sept 3

CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.
CALIFORNIA SHORT TRACK
Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/544-1027.
CALIFORNIA MOTOCROSS
W.S.D.R.A., Willows Spring Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA MOTOCROSS
GFI Racing, GFI at Night Truck Series - Rnd 12, Perris Raceway. Info: 909/371-3434.
FLORIDA MOTOCROSS
• County Line Raceway, Ona. Info: 813/755-8700.
FLORIDA SUPERCROSS
• West FL. Motocross Park, Castrol Supercross Series, Milton. Info: 904/994-2884 or 623-6038.
GEORGIA MOTOCROSS
• Calhoun Supercross, Calhoun. Info: 404/943-4935.
GEORGIA SUPERCROSS
Silver Moon Entertainment, Silver Moon SX Track, Buena Vista. Info: 912/649-2028.
INDIANA TT/SHORT TRACK
Fast Track Racing, Inc./AMA, Dist 15, Semi-Pro/Youth, Upland Lyons Park, Upland. Info: 219/426-5528.
INDIANA MOTOCROSS
• Haspin Acres Motor Park, Laurel. Info: 513/353-3555.
KENTUCKY MOTOCROSS
• Edmonson MX/Adventure Sports, Brownsville. Info: 502/286-8334.
MISSISSIPPI MOTOCROSS
• Capital City MX, Pearl. Info: 601/825-5122.
MISSOURI MOTOCROSS
• Challenge Trax Inc., Challenge Trax MX Park, Kingsville. Info: 816/597-3988.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
NORTH CAROLINA MOTOCROSS
Tim Newton, 226 Motocross, Marion. Info: 704/652-3758.
OHIO MOTOCROSS
• Honda Hills/AMA Dist 11, Thornville. Info: 614/323-3766.
OHIO SHOW
"Wild Bill" Promotions, Motor Meet '94, Medina County Fairgrounds, Medina. Info: 216/725-2277.
OHIO MOTOCROSS
MRA, Delta Raceway, Delta. Info: 313/289-2100.
PENNSYLVANIA SHORT TRACK
• Trail-Way Speedway, Hanover. Info: 717/359-4310.
PENNSYLVANIA MOTOCROSS
CRA, Pymatuning, Holeshot Raceway, Linnesville. Info: 814/683-5655.
RHODE ISLAND ENDURO
NETRA Championship Junior Series, Tri State Jr, W. Glocester. Info: 203/875-5757.
SOUTH CAROLINA MOTOCROSS
• Florida Motocross Club, Low Country Motocross, Hardeeville. Info: 803/757-4226 or 904/ 595-8753.
TENNESSEE FLAT TRACK
• Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

Sept 4-5

KANSAS MOTOCROSS
• KMSA, Great Bend, Great Bend. Info: 913/842-8272.

Sun, Sept 4

CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.
CALIFORNIA SHORT TRACK
Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/463-6224.
CALIFORNIA ROAD RACE
CMRRA, 50-80cc GP, Lake Perris Raceway, Perris. Info: 909/674-2007.
CALIFORNIA MOTOCROSS
• AMA/Dist 36/Danny "Magoo" Racing, "E" St. Bridge, Marysville. Info: 916/367-2818.
CALIFORNIA MOTOCROSS
CRC, Combo Series - Rnd 1, L.A. Country Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
• So. Calif. Over the Hill Gang/The U.S. Womens Motocross Team, U.S. Womens Team Championship Series- Rnd 3, Barona Oaks, Ramona. Info: 714/754-7305.
CANADA TRIALS
CMA, National Championship Series, Beachburg, Ontario. Info: 905/522-5705.
FLORIDA MOTOCROSS
South Florida MX C'ship Series, Orlando MX Park, Bithlo. Info: 407/568-2271.
ILLINOIS TT SCRAMBLES
• AMA District 17, Pro-Am Central Illinois Motorcycle Club, Neoga. Info: 217/895-2816.
ILLINOIS CROSS COUNTRY
U.O.R.R.A., Morrison. Info: 815/778-3641.
INDIANA GRAND PRIX
• Haspin Avres Motor Park, Laurel. Info: 513/353-3555.
LOUISIANA SHORT TRACK
• Outlaw Racing, Swampland Raceway, Grand Prairie. Info: 318/363-3734.
LOUISIANA MOTOCROSS
• Southern Regional Motocross Assoc., Super Series, Down South MX Park, New Iberia. Info: 504/634-2319.
MAINE MOTOCROSS
New England Sports Committee, Lewiston. Info: 413/772-0685.
NEW JERSEY MOTOCROSS
• AMA/Ken Landerman/Jay Irwin, 2nd Annual Vet & Vintage Reunion, Raceway Park Motocross, Englishtown. Info: 908/446-7800.
NEW YORK MOTOCROSS
• North Country Riders Assn., Deer Ridge Raceway, Canton. Info: 315/265-6042.
NEW YORK MOTOCROSS
• W.N.Y.S.C., Scott USA Day, Hunt Moto Park, Hunt. Info: 716/476-2697.
NORTH CAROLINA MOTOCROSS
• Ponderosa MX Park Inc., Marshall. Info: 704/645-3097.
NORTH DAKOTA MOTOCROSS
• Wally Heinle, Minot Track, Minot. Info: 701/852-0246.
OHIO MOTOCROSS
CRA, Amherst Meadowlark, Amherst. Info: 216/988-9100.
OHIO MOTOCROSS
MRA, Delta Raceway, Delta. Info: 313/289-2100.
OKLAHOMA MOTOCROSS
State Championship Series, White Sands, Valiant. Info: 405/933-7926.
PENNSYLVANIA MOTOCROSS
AMA Dist 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.
RHODE ISLAND HARE SCRAMBLES
NETRA Championship Series, Hoot Owl, W. Glocester. Info: 203/875-5757.
SOUTH CAROLINA ENDURO
Greenville Enduro Riders, Eastern Championship Series - Rnd 3, Clinton. Info: 706/376-5232.
TENNESSEE MOTOCROSS
KTMXA, T-N-T MX Park, Milan. Info: 901/987-3029.
TENNESSEE MOTOCROSS
AMA, Sheltowne Series, Hidden Acres MX, Kingsport. Info: 606/877-1364.
VERMONT MOTOCROSS
Vermont Motocross Association, Rider Hill Motocross Park, Derby. Info: 802/525-3864, 802/479-9307 or 802/388-7366.
WASHINGTON MOTOCROSS
Motocross Northwest, Pacific Coast Championship race, Washougal Motocross Track, Washougal. Info: 503/673-1671.
WISCONSIN FLAT TRACK
• AMA/Badger Racing Assoc. Club, half-mile Amat/Youth, Central Wisconsin State Fairgrounds, Marshfield. Info: 414/699-3387.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

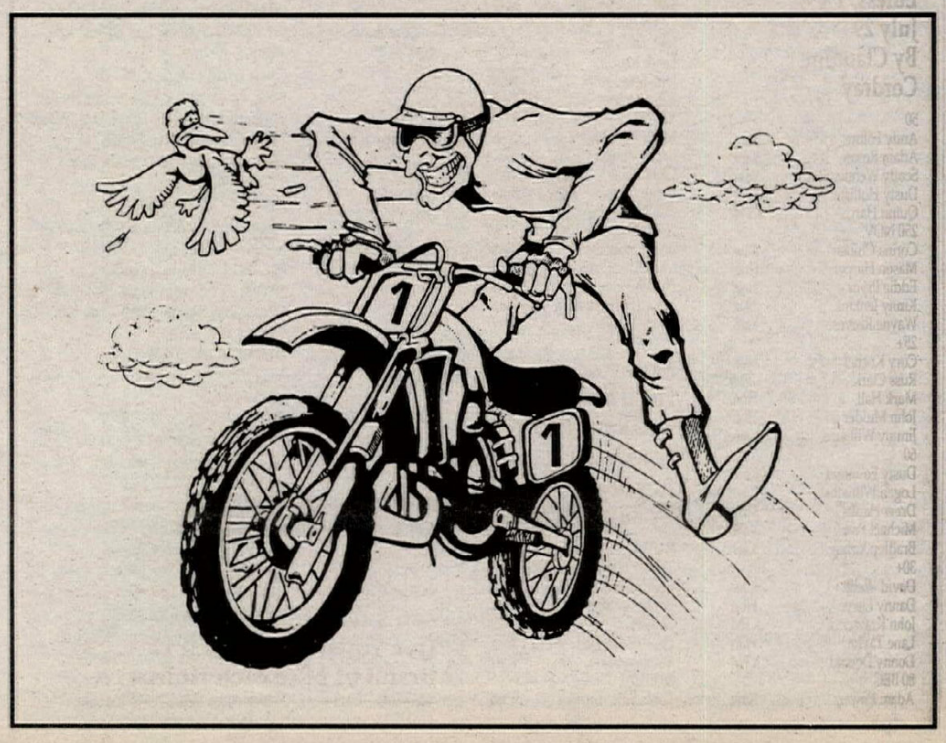
Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____



Motocross
Sunset Ramblers MX Club
Galion, OH
July 24
By Goggles Pisanno II

P/W
Jess Rutrough Yam
Brian Murphy Yam
Tim Hollenbeck Yam
Dustin Booker
Blaine Wilson Yam
60
Chuckie Smith Kaw
Jesse Rutrough Kaw
Brian Murphy Kaw
Jeremy Morris Kaw
Emilee Klamfoth Kaw
P/W B
Jim Rhoden Suz
MINI JR (7-11)
Randy Bertram Hon
Chuckie Smith Kaw
Derrick Hubbard Hon
Seth Wenell Hon
Josh Hamilton Kaw
MINI SR (12-15)
Jeremy Caudill Hon
Ryan Lutz Kaw
Shawn Hendrickson Yam
Randy Bertram Hon
Nick Miller Hon
SCHBY
Nick Silardi Kaw
David Miller Suz
Jeremy Caudill Hon
Adam Smith Hon
Shawn Hendrickson Yam
EXTRA A
Mike Cain Hon
Nick Silardi
John Hatfield Hon
125 C
Noel Sparks Kaw
Clarence Eddy Hon
Mason Kauffman Hon
Don Franks Hon
Mark Martin Hon
250 B
Ryan Weaver Kaw
Brett Remesik Suz
250 2-STRK B
Larry Hubbard Suz
Doug Young Kaw
250 4-STRK B
Andy Davis Hon
Steve Rhoden Yam
Brett Piper Hon
Jeff Sewell Hon
John Wilcox Hon
250 C
Noel Sparks Kaw
Brad Koepher Hon
Chuck Smith Kaw
Jason Purdy Yam
Rick Cain Suz
OPEN
John Hatfield Hon
Mike Russell Hon
Reese Martin Hon
Duog Crill Hon
Andy Bashore Kaw
SR 30+
Mike Gatrell Hon
Clarence Eddy Hon
Dan Studenic Kaw
Brad Koepher Hon
Rick Cain Suz
SR 40+
James Smith Suz
Bill Gabbiel Hon
Mike Bashore Kaw

Motocross
Mosier Valley MX Park
Euless, TX
July 29
By Claudine Cordray

50
Andy Folbre Yam
Adam Reson Yam
Scotty Wennerstrom Yam
Dusty Hollister Yam
Quinn Harris KTM
250 NOV
Corina Chinen Kaw
Mason Harper Hon
Eddie Pryor Yam
Kinny Jenkins Suz
Wayne Reeves Yam
25+
Cory Knebel Hon
Russ Clark KTM
Mark Hall Hon
John Mulder Hon
Jimmy Williams Yam
60
Dusty Fountain Kaw
Logan Williams Kaw
Drew Hanks Kaw
Michael Pray Kaw
Bradley Young Kaw
30+
David Webb Kaw
Danny Lurye Hon
John Krawczyk KTM
Lane Taylor Hon
Donny Donald KTM
80 BEG
Adam Powers Kaw
Patrick Wright Kaw
Nathan Belz Kaw
Ace Humphries Kaw
Chad Davis Suz
125 OPEN
Jason Eckhoff Kaw
Zack Simpkins Hon
Jesus Marquez Kaw
Johnny Davidson Yam
Zack Stein Kaw
250 OPEN
Mason Harper Hon
Mark McNeill Yam
Bill Harrington Suz
Rick Radford Kaw
Jim Nichol Hon
80 JR
Dusty Fountain Kaw
Michael Pray Kaw
Mike Marella Kaw
Drew Hanks Suz
Chris Warwick Hon
80 SR
Barry Otts Suz
Mark Thompson Suz
Nathan Hale Kaw
Sparky Newlin Suz
Dusty Dahir Suz
125 BEG
Josh Chandler Kaw
Mark Alvizo Kaw
Ryan Bonhard Hon
Troy Fitzpatrick Kaw
Jonathan Nichols Suz
125 NOV
Jesus Marquez Kaw
Van Whitley Kaw
Zack Simpkins Hon
Bryce Compton Kaw
Craig Jackson Hon
250 BEG
Kent Rider Hon
Trent Fitzpatrick Kaw
Dennis Manchack Yam
Jerry Lancaster Kaw
Steve Williamson Hon
80 OPEN
Barry Otts Suz
Dusty Fountain Kaw
Mark Thompson Suz
Nathan Hale Kaw
Sparky Newlin Suz
INT
Jason Eckhoff Kaw
Bill Harrington Suz
Shane Couch Suz
EX
Clay Hoenshell Suz
Joey Pratt Suz
Matt Feil Hon
Douglas Hall Yam
Robert Densford Yam

Motocross
Saline County Fair
Harrisburg, IL
July 26
By Lance Marlin

80
Charlie Dagner Kaw
Crystal Johnson Hon
Damon Bowles Yam
Brent Comte Kaw
Jared Smith Kaw
125 AM
Nathan Smith Suz
Brett Horton Hon
Greg Kissiar Suz
Matthew Clark Hon
250 AM
Tim Chapman Yam
Greg Sanders Hon
David Pickering Hon
Rory Wright Kaw
Adam Clark Hon
ENDURO
Gary Brooks Suz
Lance Martin ATK
Jeff Phillips Suz
Mike Dunaway Kaw
Ron Dilback Kaw
OPEN/SR
John Faulkner Suz
Lance Martin ATK
John Meadows Hon
James Crane Kaw
125 PRO
Marty Vaughn Hon
Bobby Wilson Suz
Chad Rhine Yam
Derek Cross Kaw
Ron Ford Hon
250 PRO
Bobby Wilson Suz
Chad Rhine Yam
Paul Willis Yam
Jordan Moneymaker Suz
Marty Vaughn Kaw

Motocross
Fossil Bowl
Bull Run - Round 5
Clarkia, ID
July 31
By Butch Pharness

AUTO
Tanner Blevins Yam
Buddy Whitcomb Yam
Logan Shelden Yam
JR MINI
Heath Robertson Kaw
Brandon Baker Kaw
80 BEG
Lance Sutterlin Yam
Donnie Pettit Kaw
Matt Jacobs Suz
J.J. Pecsok Yam
Jim Myers Yam
80 (9-11)
Anthony Eppers Yam
Brian Moretz Yam
Heath Robertson Suz
80 (12-16)
Jimmy LaMastus Yam
Derek Driggs Yam
Tim Robertson Suz
Mathew Vernoy Kaw
Dustin Pharness Hon
B/W
Nate King Kaw
Jeremy McFarland Kaw
125 BEG
Chris Myers Hon
Daniel Eames Yam
Josh Charles Hon
Branson Jordan Yam
125 JR
Mike Storey Hon
Jason Robertson Suz
Donald Lewis Suz
Josh Buell Yam
125 INT
David Stephenson Kaw
125 PRO
Barry Frehner Hon
250 BEG
Duke Ross Suz
250 JR
Matt Dingman Hon
Tod Whitt Hon
250 INT
Jimmy LaMastus Suz
Eric Christiansen Yam
Shaun Carlock Yam
O/T
Greg Fry Suz
Terry Baker Hon
Johnny Dickinson Suz
UTH PRO
Barry Frehner Hon
POWDER PUFF
Casey Rainio Kaw
Nicole LaMastus Yam

Motocross
OK State Championship Series
Round 6
Lawton, OK
July 16
By Jeannie Kephart

P/W STK
Kendal Owens KTM
Randy Childers Yam
Chanse Davenport Suz
Preston Hamilton Yam
Aaron Canard Itj
P/W MOD
Shawn Cook Suz
Shelby David Itj
Randy Childers Yam
Kendal Owens KTM
Aaron Canard Kaw
MINI-MINI
Chad Cook Kaw
Michael Odom Hon
Colt Humphrey Kaw
Bryan Miller Yam
Lee Sellers Kaw
WMN
Laura Harris Yam
Tara Sparkman Kaw
Kim Kephart Yam
Kim Brown Suz
Angie Thomas Hon
MINI BEG
Cameron Glidden Yam
Clay Hamilton Kaw
Shawn Sinclair Kaw
Russell Gibbs Kaw
Caleb Garrison Kaw
MINI JR
Johnny Marley Yam
Chad Cook Yam
Tyler Farrar Hon
Michael Odom Hon
Chris Drummond Yam
MINI SR
J.D. Bailey Kaw
Earl Kephart Suz
Bubba Ellis Hon
Zac Slater Kaw
Mark Weeks Hon
MINI OUTLAW
J.D. Bailey Kaw
Johnny Marley Yam
Eli Slater Kaw
Josh Hall Kaw
Bubba Ellis Hon
125 BEG
Robbie Black Kaw
Ricky Dennis Suz
Gary Russell Kaw
Lance Fenton Kaw
Bubba Southern Yam
125 NOV
Earl Kephart Yam
Neil DeArmond Suz
Chris Griffin Hon
Jay Grimm Suz
David McLean Hon
125 INT
Donald Hardy Kaw
Casey Cole Hon
125 EX
Jason Owens Hon
Mike Brown Suz
Homer Woolslayer Hon
250 BEG
Terry Peake Hon
Greg Penwright Hon
Lee LaFon Hon
Guy Manning Kaw
Rusty Scrogum Kaw
250 NOV
David McLean Hon
Kirk Martin Hon
Chad Anderson Hon
Mitch Lingle Suz
Shawn Stilwell Suz
250 INT
Donald Hardy Kaw
Allen Crick Suz
Monte Franks Yam
Kelly Hertzler Kaw
Todd Curran Hon
250 EX
Todd Claborn Suz
Troy Morris Suz
Allen Rushing Hon
25+ NOV
Bobby Standerfer Kaw
David Cain Kaw
Craig Elder Hon
John Gilliard Kaw
Terry Stephen Hon
25+ INT
David Eubanks Hon
Billy Spurlock Yam
Mike Baugus Yam
Todd Curran Hon
30+
David Eubanks Hon
Greg Brown Suz
Wayne Daves Yam
Billy Spurlock Yam
Truitt Rogers Kaw
40+
Jim Thomas Yam
Gary Drummond Yam
Bill Sturdivan Hon
Ron Ainsworth Hon
OUTLAW
Monte Frank Yam
Casey Cole Hon
Brent Shaw Yam
Jay Grimm Suz
Kirk Martin Hon

Drag Racing
AMRA
Region 2 All Harley Drag Finals
Beech Bend Raceway Park
Bowling Green, KY
July 30-31
By Patricia Conradt

T/F
Bill Furr
SP/F
Bill Furr
P/F
Tomy Sloan
T/G
Sharon Garrison
P/S
Joe Coursey
M/FL
Larry LeVeque
SM/FL
Raymond Igleski
M/XL
Linda Jackson
SM/XL
Tony Rodriguez
D
Chuck Kirch
T
P.L. Parker
SS/FL
Phil King
SS/XL
Wallace McVey Jr.
S/B
Michael Heidt
E
Bruce Fase

Send results of races ASAP after the event to : Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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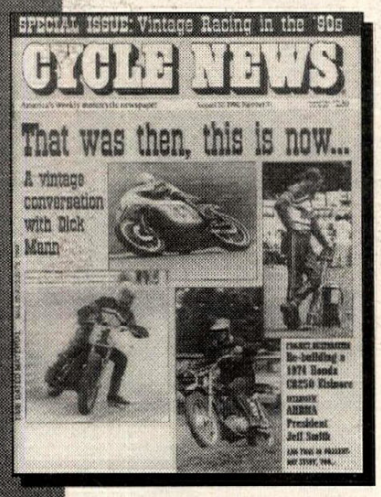

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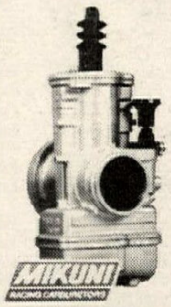

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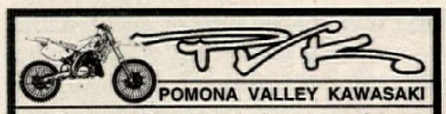

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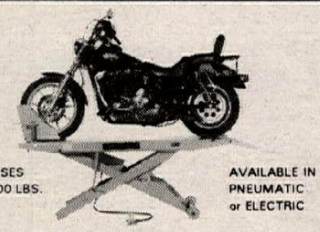

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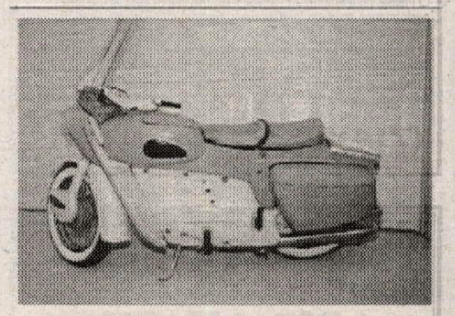

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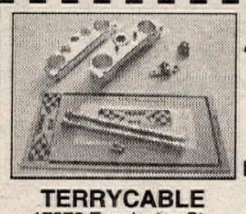

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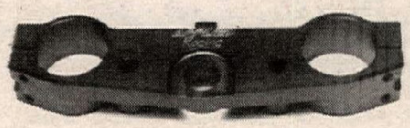

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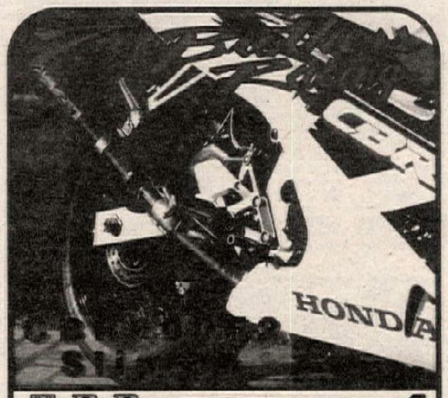

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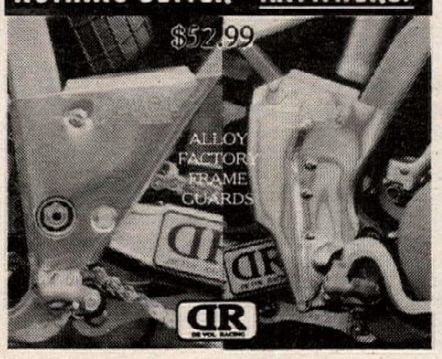

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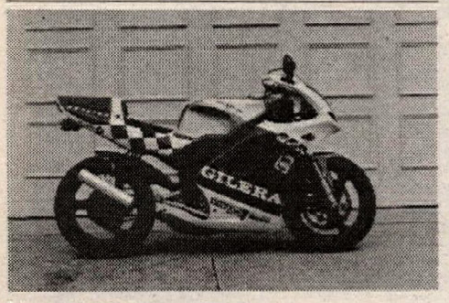

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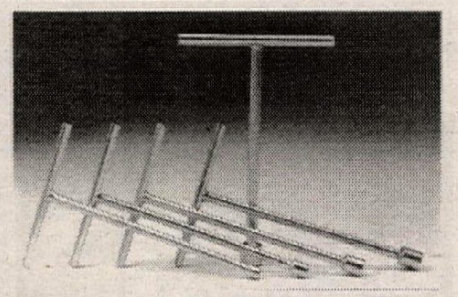

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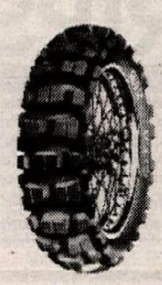

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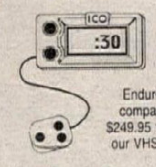

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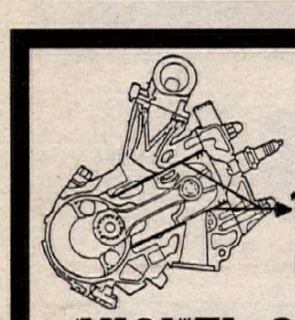

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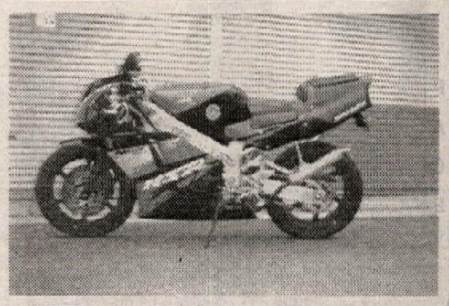

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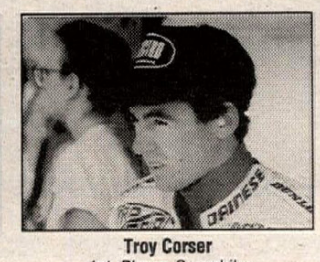
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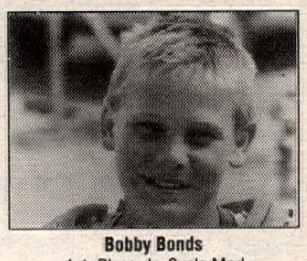
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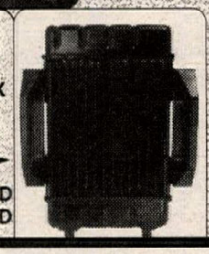

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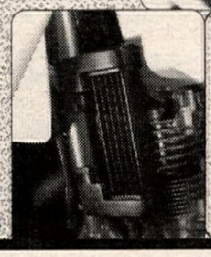

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Now available at Service Honda N,Sayn Racings upper durachain slider and lower roller conversion kit. These race proven trick hop ups out last stock drive chain parts 5 to 1. For more info. Call Service Honda (219) 932-3588. IN. (332)

1983 H-D XR1000

S.E. pistons, S.E. exhaust w/ Supertrapps, S.E. cams, oil restrictor, crank case baffle, Mikunis, Andrews coil branch heads, 2,131 original miles. Phone Tony at (412) 242-4181. PA. (032)

Wanted

'92 VFR 750 black uppers, mids and right lower fairings, f. wheel. Or '93 white uppers, left mid, left tail. Have '87 VFR 750 frame, motor, swingarm, carbs, wiring harness with coils, $299 for all. Brett at (203) 667-8547. CT. (332)

GSXR750 PARTS: '89 cylinder $65, crank shaft $100, cams $35, alternator $75, starter $35, carbs $40, signals $15, switch pods $20, seats, swing arm, triple clamps, lowers. Call Dave (914) 623-5446. NY. (332)

Wanted 1981 Kawasaki GPZ550

Please call 1(800) 833-3778. CA. (232-34)

GSXR 1100 Motor

1990, 9,000 miles, complete with electrical, exhaust and carburetor. $2,200. (714) 545-5175. CA. (332)

COSMETICS WHEELS, forks, frames and motors, etc. GSXR, F2, FZR600 and 1000, ZX-7, FJ1200, Katana and Hurricane parts. Resasonable. (714) 545-5175. CA. (332)

1986 GSXR 750 MOTOR 9,700k, $700. Complete front end with wheel $600. Oil cooler $125, rear wheel $150, 31mm C.V. carbs $100. Other parts as well. Virginia (804) 588-6910. VA. (132)

'89 TZ250W, Ohlins shock, fresh cylinders, fair spares. $3,500. (805) 835-0233. CA. (032)

Too Many Bikes

1993 GSXR750 blue and white, everything polished, 1,000 miles, flawless, shipped to you, $5,400 firm. 1991 GSXR750 blue and white 15,000 miles, polished frame and swingarm, flawless, all stock, shipped to you $4,400 firm. 1987 FJ1200 complete bike, no motor, $1,300/obo. (714) 545-5175. CA. (332)

Blower For Sale

Sim and Rohn Super Charger in stock, with side-covers for GSXR1100. $3,100. Leave message. (910) 274-6070. VA. (332-33)

'85 Yamaha RZ500

Immaculate condition, 13,000 miles, $4,500/obo. (416) 283-6366. CAN. (332-33)

900RR Parts

Cailpers, rotors, fork lowers, Dyno jetted, carbs, complete head, harness, more. Very cheap. (708) 440-8177. IL. (332)

Honda F2 1992

Supersport, Spec., Ohlin, fresh engine , D&D, fiberglass body, Dynojet, with spares, mint condition, $4,800 or best. Evenings, Jerry (410) 399-4108. MD. (332)

GSXR Parts: 1990-'94

Bodywork, rims, brakes & rotors, forks, swingarms, '93 FOX-SRS, 750 Yosh & V&H, carbs, '88 750 salv. frame, '90&'93 1100 clean frames, speedos, much more. (203) 667-8547. CT. (332)

CBR 600F2 & 900RR

Parts, '91-'95, misc. bodywork & tanks, motors, forks, rims, signals, all miscellaneous. (203) 667-8547. CT. (332)

Forks Seal Drivers

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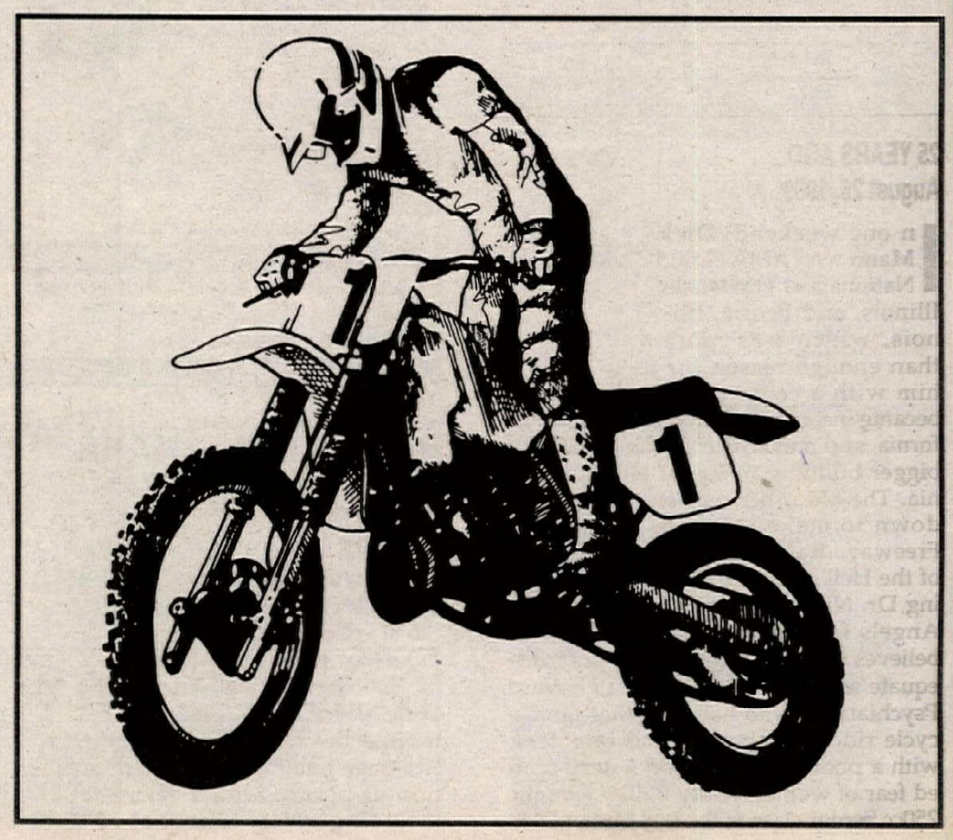
'93 Honda CR250

Excellent condition, Race Tech Gold suspension, low hours, some extras, $3,000. (702) 884-1587. NV. (332-33)

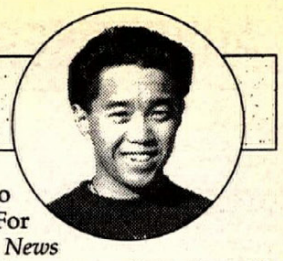
Carbon Carbon Carbon

900m rear turn signal relocation kits, factory finish. 900 belt covers, license plate frames, front sprocket covers and much more. Call Wilson's for details (209) 237-0215 or (800) 956-2925. CA. (232-34)



TURN FOUR

By Donn Maeda



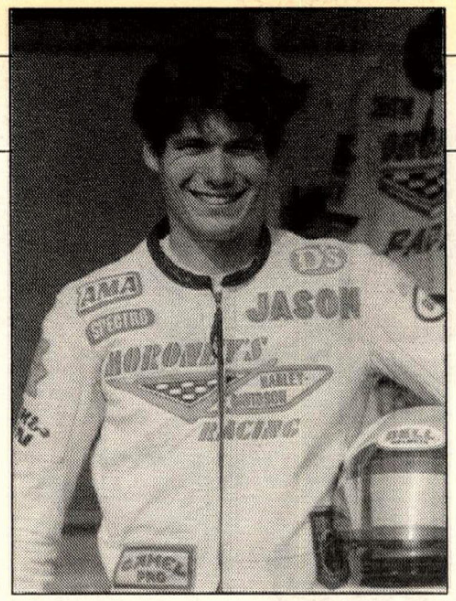
I wasn't there. And, in all honesty, I'm glad.

On Saturday night, July 30, Jason Fletcher crashed in the first turn at the start of his Oklahoma City Half Mile heat race. Apparently, Jason got too low going into turn one and was highsided off his Harley-Davidson. Since he crashed while at the front of the pack, Jason was struck by several riders and knocked unconscious. Though he didn't regain consciousness for 40 minutes, Jason was released later that night. The diagnosis? A severe concussion, a broken nose, broken finger and multiple facial lacerations.

But, as he and his friend, Gary Edmonds, drove home to Connecticut, Jason's condition began to worsen. By the time they arrived in Connecticut, Jason's condition had deteriorated greatly. Gary and Sandie Fletcher rushed their son to a nearby hospital, and after being diagnosed, Jason was transferred to a larger, more capable facility.

Doctors determined that in his crash, Fletcher had sustained damage to a carotid artery in his neck. Blood coagulated in the area, and before long a blood clot found its way into Jason's brain and caused a stroke.

Currently, Jason is in the intensive care unit at Danbury Hospital and has suffered paralysis on the right side of his body. Though his memory is fine, Jason cannot speak, and for now, can't focus his vision. Doctors are impressed with the progress that he's made since he's been in their care, but realistically, they report that Jason will never recover



100%. It will take up to one full year for Fletcher to recover as best he can, but doctors have assured him that when he leaves the hospital, he'll be walking.

"This is devastating," said Jason's father, Gary Fletcher. "We expected our son to come home with a headache and a banged up finger. We never thought something like this could happen.

"As for Jason's racing career, well, I can say that it's rather doubtful that he'll ever race again. We're just hoping for his recovery."

I am deeply disturbed by what has befallen the Fletcher family. I've met a lot of racers since I've been covering the Grand National Championship circuit, actually - I could probably say that I've met most of them. It took me a couple years to speak to Fletcher - my first memory of him was as a rookie Expert. I never spoke to him then, opting instead to focus my attention on Parker, Carr and Graham.

When the Harley-Davidson 883 class was introduced to the dirt in 1993, Fletcher quickly established himself as one of the top contenders, and I began to speak to him on a weekly basis. At first, he seemed surprised that I stopped by his pits to interview him. Jason was quiet but friendly, confident yet polite. Jason was one of the personalities that made covering a race in a hot, muggy, God-forsaken area of the country a little bit easier.

This year, Fletcher began to shine. Not only did he return as the 883 series' most dominant rider, he began to turn in consistent top-10 finishes in the Grand National class as well.

At one race, after Jason romped away with another 883 National win and backed it up with a strong finish in the Grand National, I teased, "Man, you're becoming one of *the guys*, aren't you?"

"I'm trying, I'm trying," he replied, with his usual smile.

And I wasn't the only person who had taken notice of Fletcher's arrival. Several of the series' veterans had began to notice him as well - especially when he led them across the finish line.

Many people ask me why the sport of dirt track is dying. My usual answer is that there seems to be fewer and fewer riders coming into the sport. Many would-be dirt-trackers are giving into the lure of road racing or the ease of going motocrossing. Quite simply, other forms of motorcycle racing are easier and cheaper to get into, and in the eyes of many youngsters - more glamorous as well.

But not to young Jason. For a recent *Cycle News* article, I passed out a questionnaire with several questions. Fletcher's answers were cut and dry. What's the best thing about being a professional? "Travelling across the country, and realizing that the fans are starting to know who I am," he wrote. What's the worst thing about being a professional? Jason answered with a simple, "?". The last question drew a number of wild, dreamy answers, but not from Jason. I began the sentence, and they finished it: If I could do it all over again, I would "still race dirt track, without a doubt," answered Jason.

The dirt track fraternity has suffered a great loss.

At only 23-years-of-age, Fletcher finds himself in a situation that usually only befalls the elderly. "The doctors say that this is a very, very rare occurrence," said Gary Fletcher. "We are just hoping for Jason health to come back, that's all that matters now. We've had a lot of great help and made a lot of great friends throughout Jason's racing career. We really appreciate everybody that has helped us along the way. It's just a shame that Jason has been hurt while he was living out his dream. He had put his heart into what he was doing. It's going to be tough."

Tough indeed, but once a winner, always a winner. Good luck, Jason, you will be missed.

Cards and letter may be sent to: Jason Fletcher, ICU South, 24 Hospital Ave., Danbury, CT 06810. CN

IN THE WIND

Continued from page 3

The **Winners Circle Academy** in Irving, Texas, is now offering individualized mental training programs for motocross racers, road racers, dirt trackers and off-road riders. The programs, which emply hypnosis and subliminal stimuli, are designed for racers ages six through middle age. The goal of each program, according to the Winners Circle, is to prepare racers mentally to win by increasing self confidence, improving the ability to concentrate, eliminating unreasonable fears, controlling nervousness, building mental toughness and the winning attitude. For more information call 214/986-9696.

The Swedish team for the upcoming MX des Nations in Switzerland has been announced. **Marcus Hansson** will lead the team with **Joakim Karlsson** and **Frederik Werner**, while the host team will be made up of **Philippe Dupasquier**, **Jerome Dupont** and **Christian Chanton**. Germany has named **Peter Beirer**, **Bernd Eckenbach** and **Dietmar Lacher** to its team.

One main rider who won't be competing at the MX des Nations is defending 500cc MX World Champion **Jacky Martens**, as he wasn't selected to represent the Belgian team, that will be made up of **Stefan Everts**, **Werner DeWit** and **Marnicq Bervoets**. "I would have liked to race just to show them how fast I am, but I am not going to lose any sleep over it if they don't want me," said Martens.

AUTOGRAPH SIGNING: At Kawasaki of Las Vegas, in Las Vegas, Nevada, Friday, August 12, from 1:00 p.m. to 4:00 p.m. Team Green's Nevada Rally competitors Davide Trolli and Paul Krause are scheduled to attend.

MOVED: ABATE of Florida, Inc., to P.O. Box 585, DeBary, FL 32713-0585. The phone number is 407/668-5006. CN

LOOKING BACK...

25 YEARS AGO...
August 26, 1969

In one weekend, **Dick Mann** won AMA Grand Nationals at Hindsdale, Illinois, and Peoria, Illinois, which was more than enough reason for us to reward him with a cover photo...*Cycle News* became incorporated in the state of California, and moved their offices to a new, bigger building in Signal Hill, California. The old office was eventually torn down to make room for the Artesia Freeway...**Ralph Barger, Jr.**, presedent of the Hell's Angels, wrote a letter inviting **Dr. Nicholi** to "ride with the Hell's Angels for a while and see if he still believes that motorcycle riders are inadequate as men." Nicholi was a Harvard Psychiatriast who had said that motorcycle riders were week and impotent, with a poor self image and a deep-seated fear of women...**Gary Bailey** won the 250cc Senior class at the Bay Mare MX in Thousand Oaks, California, and finished third in the 500cc Senior division despite starting with a one-lap handicap. **Tommy Rockwood** made a last-lap pass on **Mel Larcher** to win the Ascot dirt track...**Wiseco** advertised cylinder boring for $8.00...**Tom Poteet** took his third-consecutive win 250cc Expert win at the Invaders' Hare & Hound...**Tom Brooks** won the 100cc Novice division, with **Mitch Mayes** finishing second.

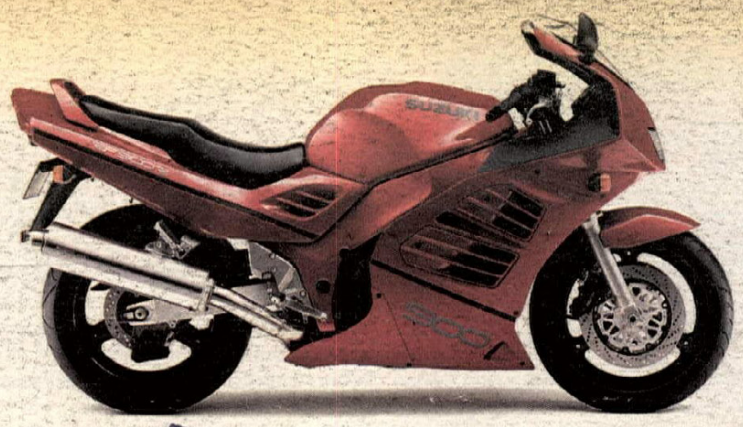
15 YEARS AGO...
August 22, 1979

We tested the KTM MC-80, and ran a cover photo of **Boo Stichter** jumping the 420cc monster...**Mike Bell** earned the 500cc win at the Binghamton, New York, National MX, while **Mark Barnett** topped the 125cc division...We ran a two-page photo gallery from the collection of photographer **Dan Mahony**, including a very nice shot of **Kenny Roberts** passing **Rex Beauchamp** on the last lap of the 1973 Colorado Springs, Colorado, Mile...A profile was run on a long-haired **Dave Arnold**, tuner for **Marty Smith** and winner of the 1977 S-K Tools Golden Ratchet Award...**Boet van Dulman** dominated the Finnish 500cc Road Race GP...A technical article highlighted the "125cc National bikes that can't be bought," including the **Brian Lunniss**-tuned Honda RC125 of **Warren Reid**...Another technical piece exposed the trick thumpers of the CMC Four-Stroke National MX Championship..."Not so steady" **Eddie Lawson** was photographed crashing during the 250cc GP race in Riverside, California.

5 YEARS AGO...
August 16, 1989

Doug Chandler and **John Kocinski** shared the cover, Chandler for completing a grand slam at the Mid-Ohio Superbike race in Lexington, Ohio. Chandler had previously earned wins in mile, half-mile, short track and TT competitions. Kocinski won the 250cc category at the same venue...**Scott Parker** ran away from the competition at the Albuquerque, New Mexico, Mile. **Chris Carr** finished second, despite breaking his swingarm in his heat race...**Dan Smith** scored the overall win at the Wells-to-Jackpot National Hare & Hound. Mounted on a Suzuki RM250, **Danny Hamel** moved up from a mid-pack start to take the lead, but a broken rear brake and clutch relegated him to second overall...Belgian **Stephane Mertens** and Italian **Giancarlo Falappa** each won a leg at the French round of the World Championship Superbike Series...Honda unveiled their 1990 line-up of CRs, which featured white frames and a brighter red color. **Jean-Michel Bayle** moved closer to the 250cc MX World Championship with a double-moto win at the West German MX GP. CN

RF900R



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